8367 Heather Sta.-The Dalles-Calif 1976
Hwy. Jct. Sec. of Willamette Hwy.
(Guardrail & truck escape ramps)

367 9

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	orm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 4-169		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath & Lane
MODIFICATION NUMBER 2	4-26-79	Project Number ROS-000S(11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 499,029.00	$ 503,500.00
Federal funds	$ 449,125.00	$ 453,145.00
Other revisions		

This modification is made for the following reasons:

Increase in bid item quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of April, 19 79.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Asst. State Highway Engineer
(Title)

BXX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Gen. File

Oregon State Highway Division
Salem, Oregon April 19, 1979

Federal Aid Project
No. ROS-000S(11)

Heather Station-The Dalles/California Hwy. Jct. Section
Willamette Hwy. in Klamath & Lane Counties

Revised Project Agreement Estimate

Type Code Y050
Frontage Road (Truck Escape Ramps)(Sta. 1610 & 1695)

Subtotal of previous estimate of June 11, 1976			$128,498.00
Previous Estimate			
Pea Gravel Surfacing	2,080 Ton	9.00	$ 18,720.00
24" Culvert Pipe	248 Lin. Ft.	16.00	3,968.00
			$ 22,688.00
Revised Estimate			
Pea Gravel Surfacing	2,221.78 Ton	9.00	$ 19,996.00
24" Culvert Pipe	328 Lin. Ft.	16.00	5,248.00
			$ 25,244.00
	Increase		2,556.00
	Subtotal		131,054.00
	Engineering		14,764.00
	Total		$145,818.00

Type Code Y101
Guardrail (Sta. 70+17 to Sta. 1771+22)
Total same as previous estimate of November 8, 1978 $357,682.00

Length of Project . . . . . . 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Truck Escape Ramp	$145,818.00	$131,232.00	$14,586.00
Guard Rail	357,682.00	321,913.00	35,769.00
Total	$503,500.00	$453,145.00	$50,355.00

Group 1 - 100%
Contract 8367
Prefix 20-1080
Lane Co. - 51%
Klamath Co. - 49%

8367

4

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 11-133		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath & Lane
MODIFICATION NUMBER 1	11-9-76	Project Number ROS-00S (11)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 470,778	$ 499,029
Federal funds	$ 423,699	$ 449,125
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and approved extra work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 9th day of November, 1976.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By V. V.
(Division Administrator)

for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Gen file

Oregon State Highway Division
Salem, Oregon, November 8, 1976

Federal-aid Project
No. ROS-000S (11)

HEATHER STATION-THE DALLES/CALIFORNIA HIGHWAY JCT. SECTION WILLAMETTE HIGHWAY IN KLAMATH AND LANE COUNTIES

Revised Project Agreement Estimate

Type Code Y050
Frontage Road (Truck Escape Ramps)(Sta. 1610 and 1695)

Total same as previous estimate of June 11, 1976	$ 141,347.00

Type Code Y101
Guardrail (Sta. 70+17 to Sta. 1771 + 22)

Sub total on previous estiamte of June 11, 1976	300,183.72

Previous Estimate.

Flagmen	600 Hour	15.00	$ 9,000.00
Class "C" Asphalt Concrete	850 ton	25.00	21,250.00
			30,250.00

Revised Estimate

Flagmen	1,692 hour	15.00	$ 25,380.00
Class "C" Asphalt Concrete	1,139 ton	25.00	28,475.00
EWO 5 Extra Flares Paving	All Required		2,077.00
			$ 55,932.00
		Increase	$ 25,682.00
		Subtotal	325,865.72
		Engineering	32,586.28
Salvage Credit (Guards Rail Posts)	350 only	2.20	(770.00)
		Total	$ 357,682.00

Length of Project 0.0 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Truck Escape Ramp	$ 141,347.00	$ 127,212.00	$ 14,135.00
Guardrail	357,682.00	321,913.00	35,769.00
	$ 499,029.00	$ 449,125.00	$ 49,904.00

Group - 1 = 100%
Contract 8367
Prefix 20 -1080
Lane Co. - 51%
Klamath - 49%

8367.

15

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-104	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-17-76	State **Oregon** County **Klamath & Lane** Project No. **ROS-000S(11)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 58, 1.3 mi. N.W. of Jct. US97, N.W. 34.1 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-5-76	0.00
OTHER *(Specify)*		

FUNDS Pro Rata 90%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 470,778	$ 423,699

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator JUN 17 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

[illegible]

Oregon State Highway Division
Salem, Oregon, June 11, 1976

Federal-Aid Project
No. ROS-000S(11)

Heather Station-The Dalles/California Hwy Jct. Sec.
Willamette Highway in Klamath and Lane Counties

Project Agreement Estimate.

Type Code Y050
Frontage Road (Truck Escape Ramps)(Sta. 1610 and 1695)

Clearing and Grubbing	All	Required		$ 20,000.00
Embankment in Place	11,080	cu.yd.	3.00	33,240.00
Trench Excavation	350	cu.yd.	6.00	2,100.00
Obliteration of Roadway	All	Required		1,000.00
Watering	66	M-gal.	8.00	528.00
1"-0 Aggregate Base	3,760	ton	7.00	26,320.00
Pea Gravel Surfacing	2,080	ton	9.00	18,720.00
24-inch Culvert Pipe	248	lin.ft.	16.00	3,968.00
60-inch Culvert Pipe	110	lin.ft.	60.00	6,600.00
12-inch Drain Pipe	156	lin.ft.	7.00	1,092.00
Special Filter Material in Drains	30	cu.yd.	12.00	360.00
Guard Rail, Type 2A	1,400	lin.ft.	6.70	9,380.00
Guard Rail Anchors, Type 1	2	only	275.00	550.00
Rail End Pieces, Type A	2	only	25.00	50.00
Rail End Pieces, Type C	2	only	120.00	240.00
Hold Down Anchors	6	only	500.00	3,000.00
				$127,148.00

Anticipated Items

Truck Escape Ramp Delineators (E.W.)	All	Required	$ 550.00
On-the-Job Trainees (1 @ $800)(E.W.)	All	Required	800.00
			$ 1,350.00
	Subtotal		$128,498.00
	Engineering		12,849.00
	Total		$141,347.00

Type Code Y101
Guardrail (Sta. 70+17 to Sta. 1771+22)

Mobilization	All	Required	$ 34,000.00

Temporary Protection and Direction of Traffic	All	Required		10,000.00
Temporary Signs	645	sq.ft.	3.00	1,935.00
Flagmen	600	hour	15.00	9,000.00
Removal of Structures and Obstructions	All	Required		7,000.00
Embankment in Place	1,360	cu.yd.	3.00	4,080.00
Watering	34	M-gal.	8.00	272.00
1"-0 Aggregate Base	2,300	ton	7.00	16,100.00
Class "C" Asphalt Concrete	850	ton	25.00	21,250.00
Guard Rail, Type 2	19,715	lin.ft.	5.00	98,575.00
Guard Rail, Type 2A	5,190	lin.ft.	6.70	34,773.00
Guard Rail, Type 3	125	lin.ft.	16.00	2,000.00
Guard Rail, Type 3, State Furnished Post	375	lin.ft.	16.00	6,000.00
Guard Rail Anchors, Type 1	88	only	275.00	24,200.00
Rail End Pieces, Type C	93	only	120.00	11,160.00
Extra for Guard Rail Bridge Connections	17	only	225.00	3,825.00
Loose Riprap, Class 700	5	cu.yd.	50.00	250.00
Wood Sign Posts	All	Required		2,000.00
Type "C" Signs in Place	321	sq.ft.	16.00	5,136.00
Type "T" Signs in Place	24	sq.ft.	10.00	240.00
				$291,796.00

Anticipated Items

Temporary Erosion Control (E.W.)	All	Required		$ 1,500.00
Connect Guard Rail to Salt Creek Tunnel (E.W.)	All	Required		1,000.00
State Furnished Steel Posts	111	only	30.52	3,387.72
Seeding, Planting and Mulching (E.W.)	All	Required		2,500.00
				$ 8,387.72
	Subtotal			$300,183.72
	Engineering			30,017.28
	Total			$330,201.00
Salvage Guard Rail Posts	350	only	2.20	(770.00)
	Total			$329,431.00

Length of Project . . . . 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Truck Escape Ramps	$141,347.00	$127,212.00	$ 14,135.00
Guardrail	329,431.00	296,487.00	32,944.00
Total	$470,778.00	$423,699.00	$ 47,079.00

Group 1	100%
Contract No.	8367
Prefix	20-1080
Lane County	51%
Klamath County	49%

Weather Station-The Dalles/California Hwy. Jct. Sec.
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 1,500.00
Regional Forester Expense	All Required	500.00

8367

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: TRA 10

Bend, Oregon 97701
November 27, 1978

FROM: John E. Holcomb
Region Traffic Engineer

SUBJECT: Truck Escape Ramp
Willamette Highway
Lane County

TO: John Gunter
District Engineer

Subsequent to our phone conversation concerning the distance trucks are getting into the subject ramps, I discussed the State's obligations with L. E. George. Bud, in turn, discussed this with Scott Coulter and Jack Sollis. The consensus is that if something is wrong, we certainly should do something about it.

I discussed this further with Dale Allen. Dale and I reviewed the graph showing the various usages. Upon closer study of the graph, it appears that the legitimate usages are going in relatively the same distance now as they were when the ramps first opened. In actuality, this may or may not be true. Sometime back, someone else (not related to your office) expressed the same concern as you and your people.

However, when you look at the known speeds shown on the graph, it tends to tell a different story. True, many of the later usages on the upper ramp are going in further, but the entering speeds are unknown. Those where the speed was known, plot relatively the same as those of late 1976 and all of 1977.

On the sketch, please note that the late 1976 (when we first started the reporting system), through 1977 are underscored in red. The 1978 year is underscored in green.

I am at a loss to explain how trucks can now extracate themselves unless the material is becoming contaminated. However, an analysis performed by VanCleave shows the gradation to be relatively the same now as when it was installed.

Allen's opinion is to hold off, and keep a watch as we now are. If the problem gets more accute, or if you disagree, do not hesitate to say so. This applies to the others concerned with these reports.

JEH:mr

cc: L. E. George
Adrian Olson
R. J. VanCleave

1 Versteeg
2 Christensen Don
George
2 Olson
Terpin
Sullivan
Scott
Anderson

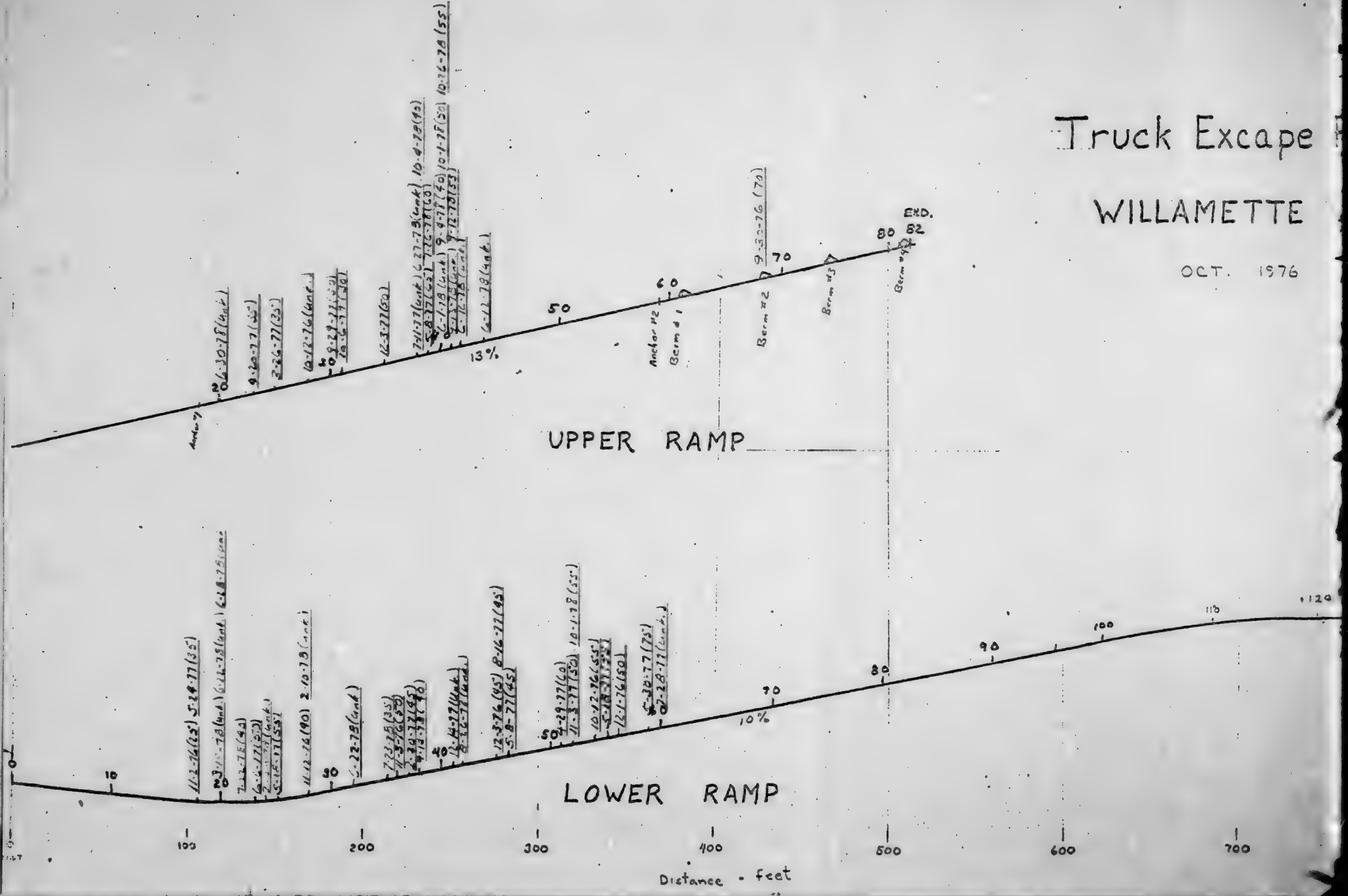
RECEIVED
NOV 29 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

Truck Excape

WILLAMETTE

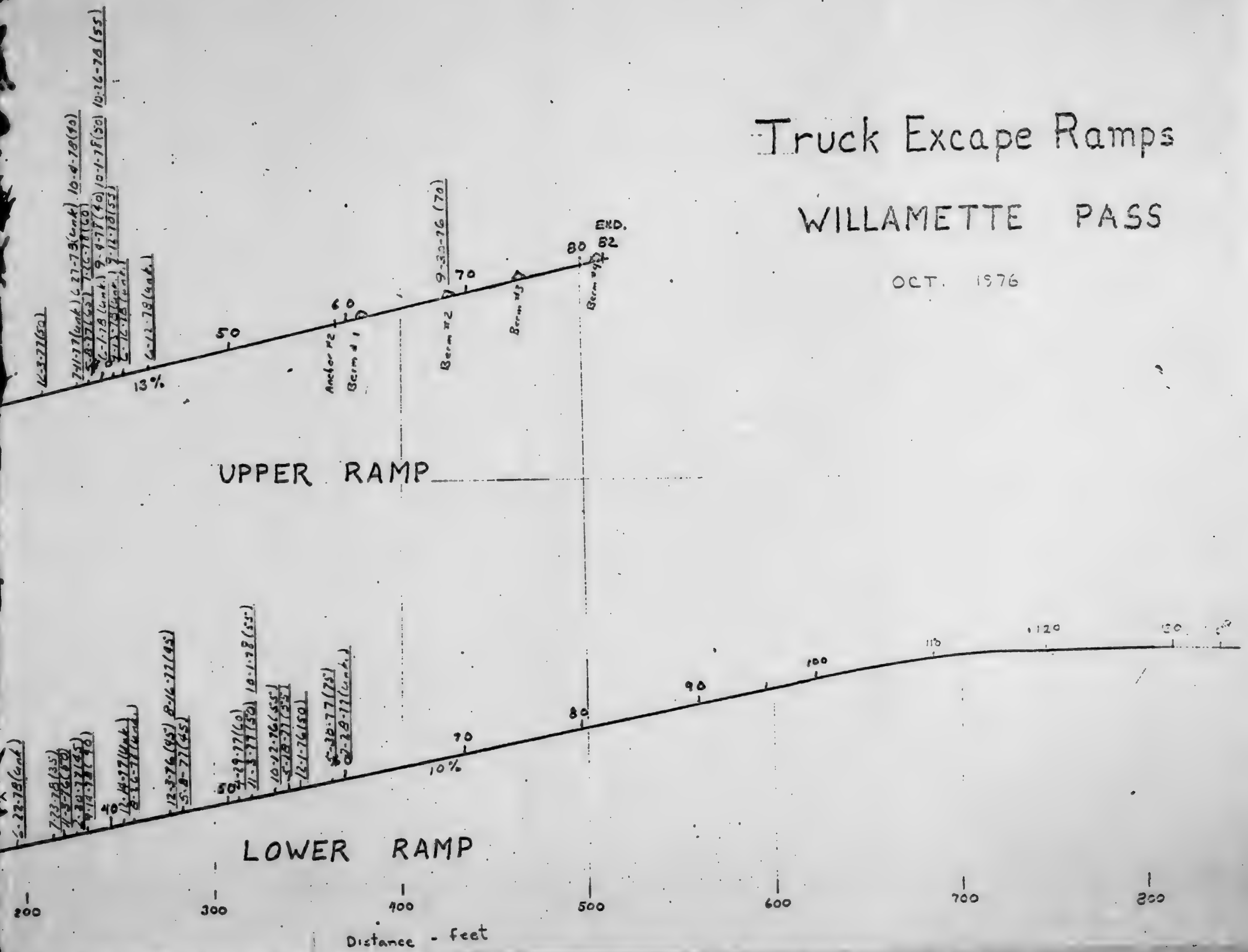
OCT. 1976



Truck Excape Ramps

WILLAMETTE PASS

OCT. 1976



dlo 9-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: TRA 10

INTER-OFFICE CORRESPONDENCE

August 10, 1978

Bend, Oregon 97701

John E Holcomb

FROM: John E. Holcomb
Region Traffic Engineer

TO: L. E. George
Traffic Engineer

SUBJECT: Monthly Report, July
Truck Escape Ramps
Willamette Highway
Lane County

Attached is the subject report. You will note that I have plotted only those useages which appear to be legitimate.

The question of entry distance was discussed with former section foreman Pete Smith. Both Pete and the assistant foreman said that the increased compaction of the pit material is noticeable. They stated, it appears that dirt is working its way in from the bottom, or contaminants are being filtered into and through the gravel. In addition, grass is beginning to grow along the edges.

By a copy of this letter, I am requesting Region Geologist R. J. Vancleave to take a look at the degradation, and advise us of what is taking place.

JEH:mr

encl

cc: R. J. VanCleave
J. H. Versteeg
Adrian Olson

✓ Versteeg ✓
Christensen
George
copy Olson
Terpin
Sullivan
Scott
Savage

RECEIVED
AUG 11 1978
ENGINEERING
SECTION

Trout
Do Not File ☐
Return To
Bring Up
Action

☆U.S. GOVERNME PRINTING OFFICE: 1974 — 73[illegible]

8.3[illegible]

STATE COPY

U.S. D[illegible]RTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Lane & Klamath	DIVISION OREGON
DATE OF REPORT 11-4-77	REPORT MADE BY Vincent Tabor, Asst Area Engr		PROJECT NO. ROS-000S(11)
COMPLETION DATE 9-21-76	ACCEPTANCE DATE BY CONTRACT AGENCY 1-12-77	TIME ELAPSED 70 %	CONTRACT TIME 125 days
APPROVED EXTENSIONS None	LOCATION Highway 58 - Stations 70 + 17 to 1771 + 22 Heather Station-Dalles/California Hwy Section)		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

GRADING, DRAINAGE, BASE, & GUARDRAIL
WILLAMETTE HIGHWAY 58

This project provided for the construction of two 36-foot truck escape ramps and the installation of guardrail as safety improvements.

Original project costs were estimated at $488,068.00, and the final estimate shows an underrun of 1.3 percent or $481,629.00.

The PR-47, Materials Certification, and final cost estimates have been received and the project is considered satisfactory for final acceptance.

1-12-78
cy Kessey

COPY SENT
JA[illegible] 1978
Washington

RECEIVED
STATE HWY ENGR
JAN 12 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter D. B. Carter Area Engr.		SIGNATURE G. K. HOSSNER Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engineer	DATE 1-9-78	TITLE District Engineer	DATE [illegible]

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

9367

FORM 81-734-3030

~~Dyeing~~

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

May 17, 1977

FILE: MAI 12-11
#18 20-03
DES 9-5

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

SUBJECT: Willamette Truck Escape Ramps
Monthly Report for April

TO: L. E. George
Traffic Engineer

NOTED
R.D. TRYGSTAD

Attached is the subject report. We had two usages during the month; one in the upper ramp and one in the lower ramp.

JEH:mr

1 Marsteng ✓
2 Olsen
Kriolist

RECEIVED
MAY 24 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

NOTED
L.E. GEORGE

NOTED
GLENN EATON

RECEIVED
MAY 19 1977
TRAFFIC ENGINEERING

cc: John Holcomb

TRUCK ESCAPE RAMPS
Willamette Pass, Highway 18
Monthly Report
April, 1977

Date	Time In	Ramp Used Upper	Ramp Used Lower	Vehicle Type	Speed (Est.)*	Dist. Used Post #	Time Out	Weather/ Road Cond.	Reason for Use *
/20/77	5:00AM	✓		Tractor + Semi Trl	35MPH	23	8:00AM	clear dry	went to downshift + missed gear.
/29/77	9:30AM		✓	Log trk	60	51	12:00N	Cloudy	Could not down s. brakes got hot.

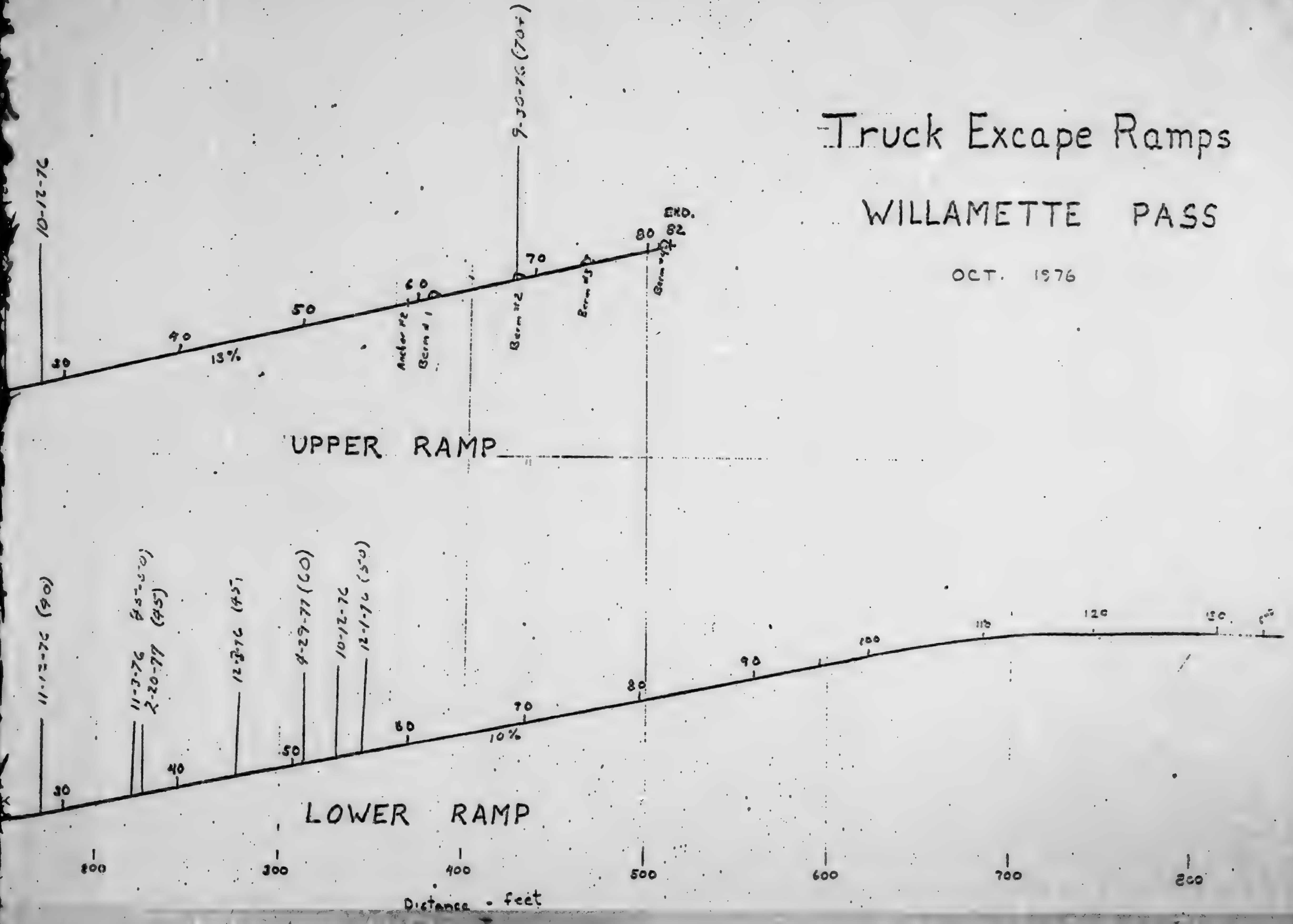
* If Available

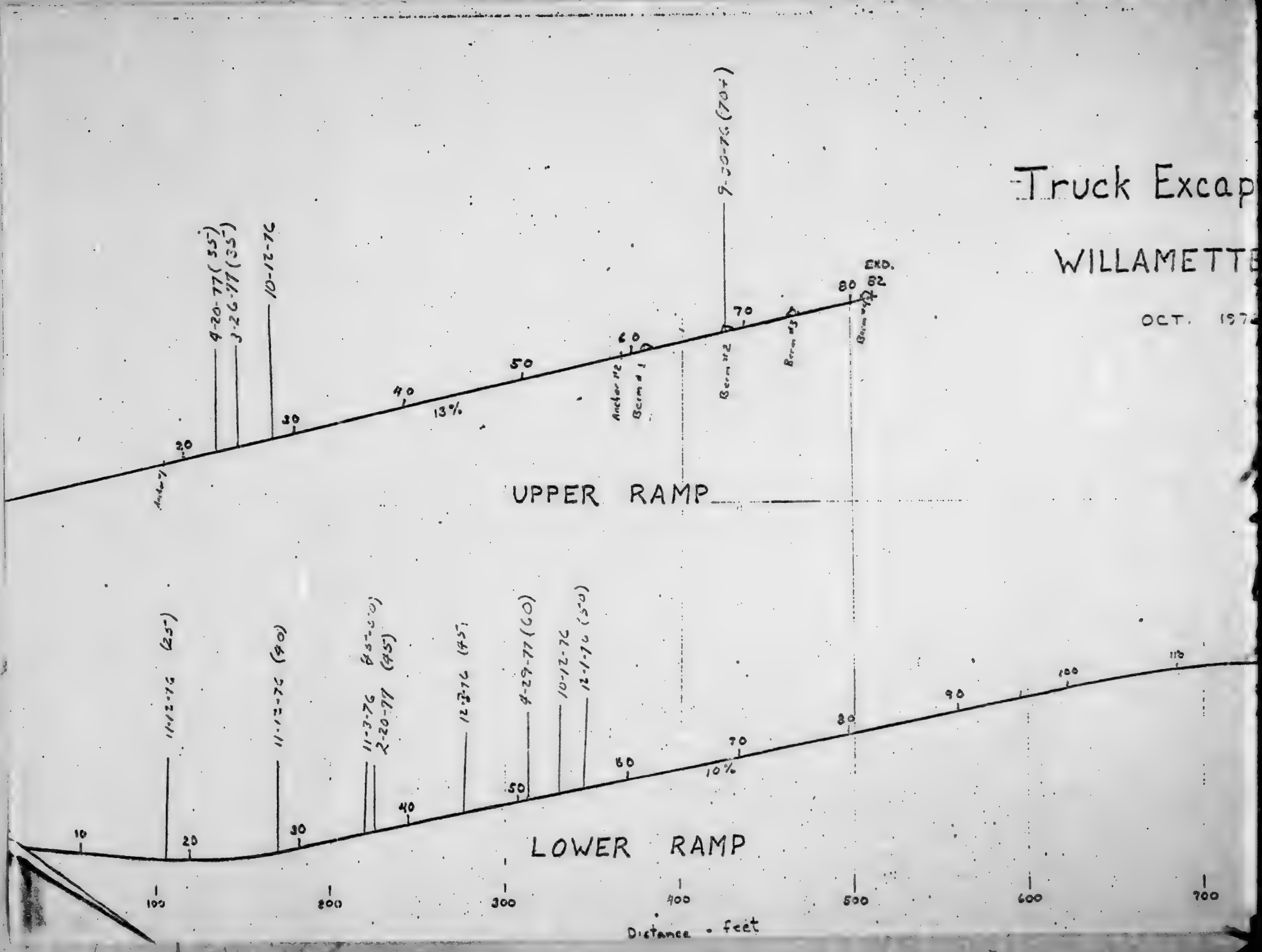
affic

Truck Excape Ramps

WILLAMETTE PASS

OCT. 1976





Truck Excap

WILLAMETTE

OCT. 197

8367

1

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 1, 1977

Oregon State Treasurer
103 Capitol Bldg.
Salem, OR 97310

Attention: Merle Crowe
Cashier

Re: R. A. Hatch Co.
Contract 8367

This contract has been finalled by the Highway Division and the $25,000 retained in lieu of retainage by Safekeeping receipt # 2169 may be released.

Vernon E. Skoog
Controller

By ________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: R.A. Hatch Co.
Oregon Bank, Bend Branch

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

8367

13

January 26, 1977

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Gentlemen:

A post-final payment for $225.00 will be made to R. A. Hatch Company on Contract No. 8367 for work on the Heather Station-The Dalles-California Highway Junction of the Willamette Highway in Lane and Klamath Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $438,157.37 including the post-final payment. Of the total $6,799.56 is for force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: R. A. Hatch Company
P. O. Box 201
Bend, OR 97701

Employers Mutual Liability Ins. Co. of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
C. M. Williams

8367

1

January 24, 1977

Corroon & Black of Oregon
1600 S.W. 4th
Portland, OR 97201

Gentlemen:

On January 12, 1977, we wrote to you concerning release of final payment on Contract No. 8367 awarded to R. A. Hatch Company for work on the Heather Station-The Dalles-California Highway Junction Section of the Willamette Highway in Lane and Klamath Counties.

The total contract amount on this contract is $437,932.37 including $6,799.56 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc R. A. Hatch Company
P. O. Box 201
Bend, OR 97701

Employers Mutual Liability Insurance Company of Wisconsin
2000 Westwood Drive
Wausau, WI 54401

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
C. M. Williams

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
December 14, 1976

FROM: L. E. George
Traffic Engineer

TO: C. M. Williams
Region 4 Engineer

SUBJECT: Escape Ramp Signing
Heather Sta.-The Dalles/
California Hwy. Jct. Sec.
Willamette Highway
Lane County

Reports have shown that certain truck drivers are reluctant to use or unable to determine the center of the truck escape ramps on the above named project.

As an aid to the drivers, an overhead sign with a down arrow that points to the center of the truck escape ramp should be installed.

Aesthetics and costs suggest the use of wood poles and cables for the sign support. Also, due to the lack of power in the area the signs should be fabricated with high intensity reflectorized sheeting.

The sign should be located several hundred feet beyond the beginning of the pea gravel to enable the truck driver to align his truck with the proper area of the escape ramp.

The attached print shows the details of the sign and one sign should be installed on each escape ramp. The estimated cost for the work is $3,000. This work should be charged to the project prefix.

It is hopeful that the signs will increase the efficiency and safety of the ramps.

L. E. George
Traffic Engineer

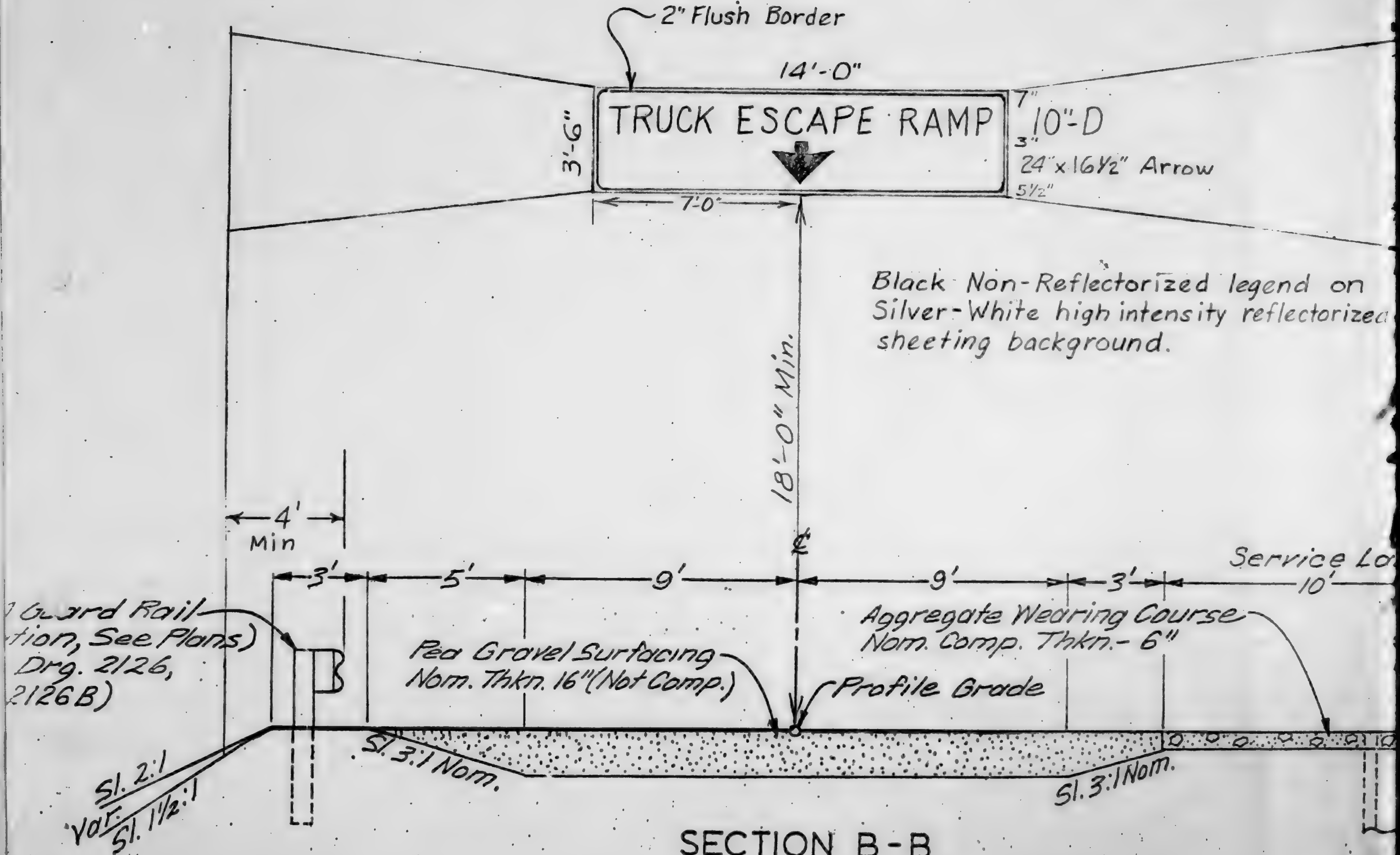
ELS:rj
Attachment

cc: R. L. Schroeder
J. H. Versteeg
Floyd Lacey
R. W. Kuenzli

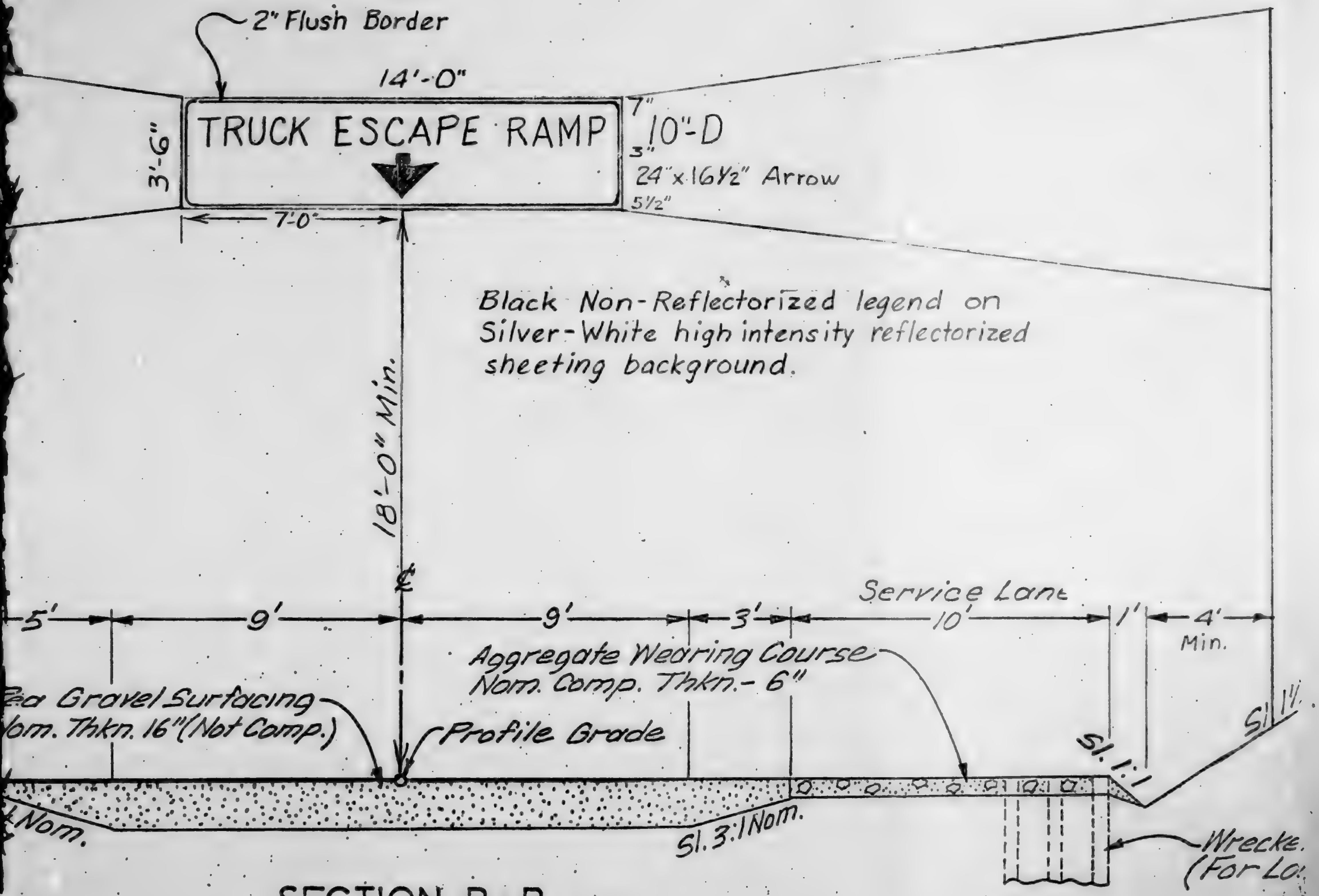
1 Versteeg ✓
2 Olson Gil
3 Don
Scott
Swenson
George
Beard WGB

RECEIVED
DEC 16 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other


2" Flush Border
14'-0"
TRUCK ESCAPE RAMP
3'-6"
7'-0"
7"
10"-D
3"
24" x 16½" Arrow
5½"
Black Non-Reflectorized legend on
Silver-White high intensity reflectorized
sheeting background.
18'-0" Min.
4'
Min
3'
5'
9'
9'
3'
10'
Service La
Guard Rail
tion, See Plans)
Drg. 2126,
2126B)
Pea Gravel Surfacing
Nom. Thkn. 16"(Not Comp.)
Profile Grade
Aggregate Wearing Course
Nom. Comp. Thkn.- 6"
Sl. 3:1 Nom.
Sl. 3:1 Nom.
Sl. 2:1
Var.
Sl. 1½:1

SECTION B-B


2" Flush Border
14'-0"
TRUCK ESCAPE RAMP
3'-6"
7'-0"
7"
10"-D
3"
24"x16½" Arrow
5½"
Black Non-Reflectorized legend on
Silver-White high intensity reflectorized
sheeting background.
18'-0" Min.
℄
Service Lane
5'
9'
9'
3'
10'
1'
4'
Min.
Aggregate Wearing Course
Nom. Comp. Thkn.- 6"
Pea Gravel Surfacing
Nom. Thkn. 16"(Not Comp.)
Profile Grade
Sl. 1:1
Sl. 1½
Nom.
Sl. 3:1 Nom.
Wrecke
(For Lo

SECTION B-B

18

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3880

SAMPLE DATA AND LABORATORY TEST REPORT

☒ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 2307
LABORATORY REPORT NUMBER 76 8264

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: Heather Sta - The Dalles - Calif Hwy Jct
Highway: Willamette
Contractor: R A Hatch
Submitted by: R.J VanCleave
Contract No.: 8367
Res. Engr.: Geo Martin
Sampled by: VanCleave - Martin
Prefix No.: 20-1080
County: Lane - Klamath
F.A. Proj. No.: RO5-0005(1)
Date Sampled: June 9, 1976
Sample No.:
Quantity Represented:
Purpose of Sample: Record ☐ Check ☐ Qualifying ☒
FIELD CONTROL TEST NUMBER:

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT:

INTENDED USE: Base + Escape Ramp: Pea Gravel

QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: Oakridge Sand + Gravel Co MP 35 source #20-204-3 SE4 Sec17 T21S, R3E

SAMPLED AT: Stockpile Crusher Run 3"-0

REMARKS: Copy to E. Parker - Roseburg

Weather
Avg. thickness

L.L. ____ %
P.I. ____ %
P#10 of P¼ ____ %
Fracture ____ %
S.E. ____
F.F. ____
Asphalt ____ %

SIEVE ANALYSIS

Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☐ T-27 ☐ T-30 ☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum.	Percent Passing	Percent Fracture

Total wt. of sample = ____
☐ OSHD Asphalt . . . . . ____ %
☐ T-27 P#10 of P¼ ____ %
☐ T-11 P200 ____ %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft③ LOOSE ____ COMPACT ____
COMB: ____ % THIS SAMPLE ____ % LAB. No. ____ = ____
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☒ T-84 Sp. Gravity, Appar. 2.82 Bulk 2.60 Absorp. 2.99
☒ T-85 Sp. Gravity, Appar. 2.81 Bulk 2.68 Absorp. 1.75
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100
☒ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ 0.1 ¾-⅜ 0.9 ⅜-4 7.7 AVG C.A. 2.9 ✓
4-8 5.6 8-16 5.4 16-30 5.0
30-50 5.2 50-100 ____ Ledge Rock ____ F.A. 5.3 ✓
☒ OSHD DEGRAD Ht. 0.6 ✓ in. P20 18.1 ✓ % Ref. Ht. ____ in. P20 ____
RETAINED 1/4-0 Ht. 0.6 in. P20 17.6 % Ref. Ht. ____ in. P20 ____ ✓
☒ T-96 ABRASION GRADING "A" @ 100 = 4.27 Percent Wear 19.85 ✓
☐ T-89 LIQUID LIMIT ____ ☐ T-90 PLASTICITY INDEX ____
☒ OSHD SAND EQUIVALENT 3.2 / 6.7 = 48
☐ T-182 ASPH. STRIP BRAND ____ Grade ____ Coated ____
ADDITIONAL TESTS:
T-85 Bulk SSD = 2.72 T-84 Bulk SSD = 2.68

Material represented by this sample Does ☒ Does not ☐ comply with specifications.

REMARKS: Note Sand Equivalent equivalent test on Crushed run material. A value of 67 is required for Graded Pea Gravel.

Date Received 6-16-76
Date Reported 7-2-76
Lab. Charges $ 150.00

cc: ☐ FHWA
X ☑ Construction Engineer
☐ Region Engineer
X ☑ Resident Engineer G. Martin
☐ District Engineer
☐ Geology and Soils
X ☐ Reg. Geologist R.J. VanCleave
2X ☐ Files
X Boyle
X Parker
X R.A. Hatch Co.

John C. Jenkins
Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem, Blue to Resident Engineer, Originator retain Buff.

SP*79756-7

OREGON STATE HIGHWAY DIVISION

FIELD WORK SHEET FOR AGGREGATE GRADATION

ort 1

Prefix 20-1080.

ction Heather Station-The Dalles/Cal Jct

Highway Willamette

Date 6-25-76

e of Material 3/4"-3/8"

To be used in Pea gravel for truck escape ramps

Cont. no.

urce of Material

Res. Eng. G W Martin

Sampled at Stockpile @ Eugene

eve ze	Test Time Retained weight	Retained %	Pass %	Test Time Retained weight	Retained %	Pass %	Test Time Retained weight	Retained %	Pass %	Test Time Retained weight	Retained %	Pass %	Test Time Retained weight	Retained %	Pass %	Average for Shift	Specs	Sieve Size
1	0	0	100													100	100	1
3/4	2.16	4.1	96													96	85-100	[illegible]
1/2	36.33	68.7	27													27	—	1/2
3/8	9.55	18.0	9													9	0-15	3/8
																	—	40
Pan	4.86	9.2																
Total	52.9	100			100			100			100			100				
0-0 4-0																		10-0 1/4-0
Pan																		
sh loss																		

tial wt.	100 % of	100 % of	100 % of	100 % of	100 % of
	grams % Total % Retained pass	grams % Total % Retained Pass	grams % Total % Retained Pass	grams % Total % Retained Pass	grams % Total % Retained Pass
	Contractor Informed No	Contractor Informed	Contractor Informed	Contractor Informed	Contractor Informed

Tonnage Summary for shift average

Suitable	
Failing Inc.	
Rejected	

EMARKS Sample brought in to check on specifications.
No mechanical fracture. Insufficient #4-0 to run S.E.

Used in arrester bed.

Inspector Roger W. Olson

OREGON STATE HIGHWAY DIVISION

FIELD WORK SHEET FOR AGGREGATE GRADATION

Report 1

Prefix ZJ-1080.

Section Heatlin Station - The Dalles Cal

Highway Willamette

Date 6-25-76

Size of Material 3/8-0 (3/8-10)

To be used in Pea Gravel Truck escape ramp

Cont. no.

Source of Material

Res. Eng. G. W. Martini

Sampled at Stockpile @ Eugene

Sieve Size	Test Time Retained weight	Retained %	Pass %	Test Time Retained weight	Retained %	Pass %	Test Time Retained weight	Retained %	Pass %	Test Time Retained weight	Retained %	Pass %	Test Time Retained weight	Retained %	Pass %	Average for Shift	Specs	Sieve Size
1/2	0	0	100													100	100	1/2
3/8	0	0	100													100	85-100	[illegible]
1/4	560	7.6	92													92	—	1/4
4	3485	47.0	45													45	—	4
10	2825	38.1	7.3													7.3	0-15	10
Pan	541	7.3																
Total	7417	100			100			100			100			100				
10-0 / 1/4-0	[illegible]	= 7.9																10-0 / 1/4-0

	Test 1				Test 2				Test 3				Test 4				Test 5			
Pan																				
wash loss																				
initial wt.		100	% of			100	% of			100	% of			100	% of			100	% of	
	grams	%	Total	%	grams	%	Total	%	grams	%	Total	%	grams	%	Total	%	grams	%	Total	%
	Retained			pass	Retained			Pass	Retained			Pass	Retained			Pass	Retained			Pass
Contractor Informed	No																			

Tonnage Summary for shift average

Suitable

Failing Inc.

Rejected

REMARKS Sample brought to Region lab to check conformance to specifications

No mechanical fracture SE = 100

Not used in arrester bed.

Inspector Roger W. Olson

Oregon State
HIGHWAY DIVISION
Materials Section
Form 81-734-3860

SAMPLE DATA AND LABORATORY TEST REPORT
Progress Record

☑ AGGREGATE ☐ BITUMINOUS MIXTURE

Data Sheet No.: AB 2332
LABORATORY REPORT NUMBER 16867

SAMPLE DATA

INDICATE TESTS REQUIRED (Each sample requires separate data sheet). List additional projects for report distribution on back.

Project: [illegible] - The Dalles Calif. Hwy Jct.
Prefix No.: 20-1050
Highway: Willamette
Contract No.:
County: Lane & Klamath
Contractor: R.A. Hatch Inc
Res. Engr. G. W. Martin
F.A. Proj. No.: RoS 0005 (11)
Submitted by: R. J. Van Cleave
Sampled by: R. Olson
Date Sampled: 9/2/76
Sample No.
Quantity Represented
Purpose of Sample: Record [✓] Check [✓] Qualifying ☐
FIELD CONTROL TEST NUMBER:

AGGREGATE MIX—SIZE, TYPE, BRAND AND GRADE OF ASPHALT: 3/4 - 3/8" (PEA GRAVEL)
INTENDED USE: TRUCK ESCAPE RAMPS
QUARRY OR GRAVEL LOCATION AND IDENTIFICATION NUMBER: EUGENE SAND & GRAVEL (WILDISH) (20-47-3)
SAMPLED AT: WINDROW
REMARKS:
Weather
Avg. thickness

L.L. %
P.I. %
P#10 of P¼ %
Fracture %
S.E.
F.F.
Asphalt %

SIEVE ANALYSIS Sieve Size	% Retained	% Passing

LABORATORY REPORT

SIEVE ANALYSIS ☐ T-11 ☒ T-27 ☐ T-30 ☐ OSHD % FRACT

Sieve Size	Percent Retained	Percent Accum	Percent Passing	Percent Fracture
1	0	0	100	
3/4	4	4	96	
1/2	52	56	44	
3/8	27	83	17	
1/4	15.7	98.7	1.3	
4	1.3	100		

Total wt. of sample = 33.14
☐ OSHD Asphalt %
☐ T-27 P#10 of P¼ %
☒ T-11 P200 0.6 %

☐ OSHD MIX DESIGN: PCC ☐ A/C ☐ PMBB ☐ CTB ☐
☐ OSHD AGGREGATE BASE DENSITY CURVE
☐ T-19 UNIT WT lb/ft³ LOOSE COMPACT
COMB: % THIS SAMPLE % LAB. No.
☐ T-21 ORGANIC COLOR PLATE NO. (Standard #3)
☐ OSHD SPECIFIC GRAVITY (Le Chatelier)
☐ T-84 Sp. Gravity, Appar. Bulk Absorp.
☐ T-85 Sp. Gravity, Appar. Bulk Absorp.
☐ OSHD FINENESS FACTOR—1½, ¾, ⅜, 4, 8, 16, 30, 50, 100 ✓
☒ T-104 SODIUM SULFATE SOUNDNESS PERCENT LOSS
1½-¾ 3.29 ¾-⅜ 1.47 ⅜-4 6.33 C.A. 4.69
4-8 8-16 16-30
30-50 50-100 ✓ Ledge Rock ✓ F.A.
☒ OSHD DEGRAD Ht. 0.8 in. P20 10.4 % Ref. Ht. in. P20 ✓
RETAINED 1" Ht. in. P20 % Ref. Ht. in. P20 ✓
☒ T-96 ABRASION GRADING B [illegible]/100 2.81 Percent Wear 14.7%
☐ T-89 LIQUID LIMIT ☐ T-90 PLASTICITY INDEX
☒ OSHD SAND EQUIVALENT Insufficient Material
☐ T-182 ASPH. STRIP BRAND Grade Coated
ADDITIONAL TESTS:

Material represented by this sample comply with specifications. Does ☐ Does not ☒

REMARKS: **Excess P3/8**

Date Received 10-20-76
Date Reported 11-5-76
Lab. Charges $103 50

cc: X ☐ FHWA
X ☐ Construction Engineer
☐ Region Engineer
X ☐ Resident Engineer G. Martin
☐ District Engineer
☐ Geology and Soils
X ☐ Reg. Geologist R. J. VanCleave
2X ☐ Files
X Boyle
X R. A. Hatch

John C. Jenkins
Engineer of Materials

INSTRUCTION: Forward White Original to Materials Laboratory Salem. Blue to Resident Engineer. Originator retain Buff.

SP*79756-734

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Heather Station - The Dalles/Calif. Hwy. Jct.

WEEK ENDING: November 20, 1976

SECTION PREFIX: 20 - 1080

HIGHWAY: Willamette

COUNTY: Lane and Klamath

NAME OF JOB: Heather Sta. - The Dalles/Calif. Hwy.

KIND OF WORK: Guard Rail and Truck Escape Ramp

CONTRACTOR: R. A. Hatch Co.

CONTRACT NUMBER: 8367

FEDERAL AID PROJECT NUMBER: ROS - 000S(11)

DATE OF CONTRACT: June 4, 1976

DATE WORK STARTED: June 10, 1976

ESTIMATED COMPLETION DATE: September 21, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS: work

SPECIFIED CALENDAR DAYS: 125

WORK DAYS USED: work

CALENDAR DAYS USED: 88

PROJECT AUTHORIZATION: $488,067.69

SPECIFIED COMPLETION DATE: October 27, 1976

PERCENT OF TIME ELAPSED: 70

EXCLUSIVE OF ENGINEERING: $430,694.00

ENGINEERING AUTHORIZATION: $38,762.46

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $430,694.00

ENGINEERING COST TO DATE: $38,600.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT OVERRUN UNDERRUN: 0 %

PERCENT OF AUTHORIZATION: 99½ %

DATE PROJECT WAS COMPLETED: September 21, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guardrail	
100	100	100	100	100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.69				
MILES PARTIALLY COMPLETED	0.69				
MILES COMPLETED	0.69				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	12,440 C.Y.	4,477 C.Y.		26,805 L.F.	850 Ton
TOTAL QUANTITIES CORRECTED TO DATE	10,402 C.Y.	4,172 C.Y.		25,929 L.F.	1,140 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	10,402 C.Y.	4,172 C.Y.		25,929 L.F.	1,140 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	14	Fair	0		
MONDAY	15	Fair	0		
TUESDAY					
WEDNESDAY					
THURSDAY					
FRIDAY					
SATURDAY					

Routing
Keasey 14
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
NOV 22 1976
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi - Final Estimate submitted November 15, 1976.

THIS IS THE FINAL REPORT.

SIGNED G.W. Martin, Res. Engr. LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

#[illegible]

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
ROS-000S(11)

STATE PROJECT NO.
See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
ROS-17

COUNTY NAME
Klamath

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 17 '76
REFER TO
[illegible]

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5-5-76	10-29-76	Primary 29
		STATE ROUTE NUMBER Primary 18

GENERAL LOCATION:
"Heather Station - The Dalles/California Hwy Jct."

GENERAL DESCRIPTION OF WORK:
Enlarge pea gravel barrier at top of Escape Ramp #1 to conform with pea gravel barrier design.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~XXXXXXXXXXXXXXXXXXXXX~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-4-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 in the amount of $865 - Federal Funds $780.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-15-76		Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970 - 131-035

SP*79402-734

6317

JS-0005(11)

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. K. Green, Division Administrator Salem, Oregon	PROGRAM NO.	STATE PROJECT NO. See below
	ITEM NO. ROS-17	COUNTY NAME Klamath & Lane
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
NOV 15 '76
REFER TO
Quhien
FOR
Info | Inves | R/D | D/R | Sen | Act | F.e.

DATE PS&E APPROVED 5-5-76	DATE AUTHORIZATION EFFECTIVE 9-30-76	FEDERAL ROUTE NUMBER Primary 29 STATE ROUTE NUMBER Primary 18

GENERAL LOCATION:

"Heather Station - The Dalles/California Hwy Jct."

GENERAL DESCRIPTION OF WORK:

Order and install culvert pipe and 12" Drain pipe on Truck Escape Ramp.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-28-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 and Supplemental in the amount of $3,350 - Federal Funds $3,015.

DATE 11-9-76	SIGNATURE OF APPROVING OFFICIAL G K Hessner	TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-681-096

E.S. Hunte

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
October 22, 1976

FILE: MAI 12-11
#18 20-03

TRA 10

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

SUBJECT: Truck Escape Ramps
Willamette Highway
Lane County

TO: Memo to the Files

This memo is to point out shortcomings, suggested changes, and things to be considered in the design of future escape ramps.

(1) Controlled tests should be run using films for information and education. The use of slow motion film will show what actually happens as a vehicle moves into and through the stopping bed. This will assist in determining the best type of material to use, as well as the differences in reaction between types of materials.

The film could be made available for use in traffic safety programs, i.e. television, trucking associations, etc.

(2) At present, the foreslope of the terminal barriers are 2:1. An interview with a truck driver who hit two of these small stockpiles tends to point out that this steep of a slope might appear as solid wall, which a driver tries to avoid.

The present stopping bed typical section is well designed, and prevents a driver from avoiding the barriers. It keeps his vehicle within the stopping bed and forces him to hit the barriers. The barrier material is loose and breaks down upon contact.

Nevertheless, it is conceivable that a driver might make an undesirable move in an attempt to avoid the barriers. This, in turn, could cause a truck and trailer to jackknife.

A general consensus is to put the foreslope of the first barrier on a 3:1 or 4:1 slope. The backslope would remain a 2:1. The object being that the 4:1 slope would not appear as a vertical wall. Once a driver busts the first barrier, he would know the second, third, or fourth barrier would not hurt him and would make no attempt to avoid them.

Another point that might be experimented with is to place the barriers in an inverted "V". This would funnel the vehicle closer to the center of the stopping bed. The problem with this is maintenance. It would be far easier to rebuild the cross barriers.

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
OCT 25 '76
REFER TO
Hunter
FOR
Info Inves R/D D/R Sign Act File

(3) The upper ramp on the Willamette is relatively short. There are four barriers within the stopping bed. In compromising the length, the terminal barrier was left out. So far, one truck has reached the second barrier. It is conceivable that during certain weather conditions, say freezing rain, a truck will reach the fourth barrier or even hit the cut slope at the end of the ramp. Therefore, it is strongly suggested that a terminal barrier be built on the cut slope at the end. This should be an oversize barrier on a 3:1 slope, and should extend clear across the stopping bed and the service ramp.

(4) In the remarks column of the monthly reporting form, the approximate location where the driver lost control of the truck speed should be noted, i.e. above or below the tunnel. If it is found that a number of trucks are losing their brakes above, or in the vicinity of the tunnel, a third ramp should be considered for that area. It is some two miles from the tunnel to the upper ramp and this stretch is mostly curves on a 6 percent grade. This has not been a relatively high problem area for trucks, but a third ramp in the tunnel area would solve a lot of problems.

(5) At present, it appears the upper ramp will be the primary one with respect to use. The week of October 11 saw three trucks in the ramps in as many days. It is highly likely that sooner or later we are going to have two or even three trucks in a ramp at any one time. Therefore, consideration should be given to widening the upper ramp. This could be done by steepening the cut slopes and shifting the service ramp.

(6) Some apprehension has been expressed with respect to the wide spread in gradation of the pea gravel. In designing future ramps, the gradation spread should be narrowed. We feel the size of the material used can be given a wide option, but if a contractor chooses to go with larger material, it should be closer to one size, i.e. 1 1/4"-1" or 3/4"-1/2". In other words, attempt to avoid gradations like 3/4"-10.

By chance, 70 percent of the present material gradation is 3/4"-1/2".

(7) There is some concern for the delineation. Drivers are unable to distinguish between the service ramp and the stopping bed. We have installed zebra boards to line up with the stopping bed edges and feel that instinctively, the driver will head for the center. However, once he passes the zebra boards, he will again align himself with the center of the overall section. We are now using snow poles along the edge between the pit and service ramp. Care has been taken so as not to overdo the reflectorized portions, because on some dark, rainy night someone might see the reflectors and mistake the ramp for the highway.

The Emigrant Hill ramps turn away from the main roadbed. The Willamette ramps are on the semi-tangent.

(8) Future ramps should have a barrier between the subgrade and the pit to prevent pumping of subgrade material up into the pit. This could be done with sheet plastic, asphalt, or a layer of sand.

(9) Provide cut-off trenches or perforated pipes within the pit subgrade to stop surface water. This could also be accomplished with french drains.

At present, any water getting into the upper section of the ramps drains the full length. Under freezing conditions, we could experience a build up of ice within the pit. Any truck entering the stopping bed will ride up on the ice, and will not stop within the desired distance.

(10) Some consideration should be given to the color scheme of signs. In other words, is black on white the proper scheme? Should we consider black on yellow.

Black on white is directive in nature.

Black on yellow is a warning.

JEH:mr

cc: E. S. Hunter
L. E. George
J. H. Versteeg
J. L. Gunter

8367

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

October 14, 1976

Oregon State Treasurer
103 State Capitol Building
Salem, OR 97310

Attention: Merl Crowe

Re: R.A. Hatch Co.
Contract 8367

Enclosed find Certificate of Deposit No. 163 for $25,000.00 from R.A. Hatch Co. in lieu of retainage on Contract 8367.

Vernon E. Skoog,
Controller

By ________________________
Janice H Peterson
Contract Payments Executive

JHP/JK/mm

cc: R.A. Hatch Co.
Oregon Bank, Bend Branch

bc; C.W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Bend, Oregon 97701
October 13, 1976

FILE: MAI 12-11
#18

FROM: John E. Holcomb
Regional Traffic/Utility Engineer

SUBJECT: Truck Escape Ramps
Willamette Highway
Lane County

TO: L. E. George
Traffic Engineer

Our concern about the adequacy of the material used in the subject ramps continues to grow. We appear to be in two camps here in Region and really have no firm basis upon which to argue. I think it is time to prove a point one way or another. Therefore, I suggest we set up an experiment to make an investigation and settle the issue.

I propose that we set up such an experiment using slow motion video tape and run a truck into the ramps. This would show what happens when the truck enters the pit area and the actual difference in stopping distance using the two gradations of material (Emigrant Hill and Willamette pass).

I realize you are concerned about the safety of a driver making this experiment; but I strongly feel that if we are asking truck drivers to put their faith in something we have built, we should be willing to prove the merits of our design. I also feel that there is little danger to the driver involved, particularly in light of the fact that several trucks have entered the ramps under uncontrolled conditions and, to my knowledge, none have been injured.

Such an experiment could use a given size truck with a known GVW, and enter the ramps at predetermined speeds, i.e. 40, 50, 60 MPH. From this, a curve could be determined.

This very morning, District Engineer John Gunter called and expressed grave concern about the material we have used on the Willamette. He said there have been three trucks in the two ramps since Sunday, and like I, he feels they are getting in there too damned far.

Of further concern are the proposed ramps on the Siskiyou grade. In talking with Glen Eaton, I understand that these will be radically different from either the Willamette or Emigrant.

As I mentioned to you previously, I am perfectly willing to do the driving. I feel the risk is no different than an ordinary drive on the highway, provided we have done our homework right, and our past safety record tends to bear that out.

Please give the matter your immediate attention.

JEH:mr

RECEIVED
OCT 14 1976
TRAFFIC ENGINEERING

PICTORIAL REPORT
RUNAWAY TRUCK
RAMP NO. 1
WILLAMETTE HIGHWAY
SEPTEMBER 30, 1976

This was the first full-scale runaway to use the recently completed truck escape ramps. The truck was a cabover White Freightliner semi-tractor, with a spread axle flatbed trailer. He was loaded with sheet rock at 74,000 GVW. The tractor was powered by a Cat. diesel and had neither a jake brake nor hydraulic retarder. The driver claimed he lost his brakes because of a blown seal on the rear, right dual. (The tractor was double axle drive.)

The driver had no idea of his speed. I asked him what he thought of the signing, size, placement, legibility, etc. His reply was "The signing was good; I read it, I only hoped it meant what it said".

You will note in the pictures, that the truck is nearly centered with the overall typical section. This is because the driver claimed he aimed for the middle. He was not aware of the access road and he attempted to miss the stockpiles of rock at the terminus.

The design of the typical section worked well. Particularly, the bevel section between the pit and the access ramp. The driver attempted to avoid the stockpiles and might have made it, but the bevel held him into the pea gravel and forced him to bust the stockpile. He busted the first stockpile and reached a full stop with his bumper buried at the center of the second stockpile.

Both the driver and his female passenger were wearing seat belts and aside from being a little shaken, appeared to be none the worst for wear.

The driver's comment was one of great appreciation just to be alive.

The load shifted about three inches. (see picture 14) The bumper was a two-section unit and the lower unit was bent back up and under, and hung up on the front wheels. It had to be removed. A small hole was punched in the radiator, and a slight dent was put in the left-front corner of the cab. Other than that, there appeared to be no other damage.

PICTURES

#1 Taken from the beginning of the ramp. The ruts are about six inches deep. the right wheels were running along the beveled section between the pit and access ramp.

#2 A little further up the ramp. The ruts appear to deepen as the vehicle speed decreased.

#3 Same location as picture 2. Note papermate pen and relation to depth of rut.

#4 Stopped vehicle drive wheels, left side. Penetration would be about tire depth. There is a small wave along the top of the rut.

#5 Front of truck at Stockpile 2.

#6 Front of truck. Bumper buried in stockpile. Note dent below left lights. This was the only body damage.

#7 Truck busted about eight feet off of Stockpile 1 as driver attempted to miss it.

#8 Stockpile 1 undoubtedly caused truck to turn slightly to the left, bringing him well into Stockpile 2.

#9 Bumper into stockpile. This is a two-section bumper. Only the upper section can be seen. The lower section is bent back, up, and under.

#10 Close up of bumper.

#11 Right drive wheels. These are resting on access road bevel section.

#12 Remains of Stockpile 1.

#13 Trailer wheels, right side.

#14 Load shift. When load was placed, it was even with the leading edge of the bed. Note blocks under load. This is to allow access of forks to load and unload.

#15 Wrecker ties on. This is a large wrecker out of Eugene. All local wreckers were out of service or not big enough to handle this load.

#16 Wrecker begins pull. Front wheels are about six inches off the ground. This was about maximum. Wrecker operator never used anchors.

#17 Front wheels sink in as wrecker begins its pull.

#18 Driver keeps reverse pressure on drive wheels which ride fairly high.

#19 A large wave builds up in front of trailer wheels and is removed to ease pull.

PICTURES (cont.)

#20 Pit continues to hold truck. Left wheels sink in, pulling trailer into the pit. Right wheels ride on the beveled edge of access ramp.

#21 Operation is stopped every few feet to remove wave of gravel from in front of trailer wheels. Drive wheels continue to ride fairly high as driver keeps minimum power on.

#22 Wrecker rigging.

#23 Wave continues to rebuild on pit side. Note there is no wave in front of right hand wheels.

#24 About the same as 21.

#25 Operation continues.

#26 Operation continues

#27 Operation continues.

#28 Operation continues.

#29 Trailer wheels are now on the approach bevel into the pit and begin to ride higher. Truck can now almost back out on his own. Note slack tow cable.

#30 Truck is now nearly backing under his own power.

#31 Truck had to be pulled nearly full length of pit before he could be removed. Beveled section has held the truck into the pit. The only other way to have gotten him out would have been to lift entire unit up and onto the access ramp.

#32 Ruts after removal. Left wheel rut is within the maximum depth of the pit. Right wheel rut is not as deep because it is on bevel section of access road.

#33 Remains of stockpile 1. This has since been rebuilt.

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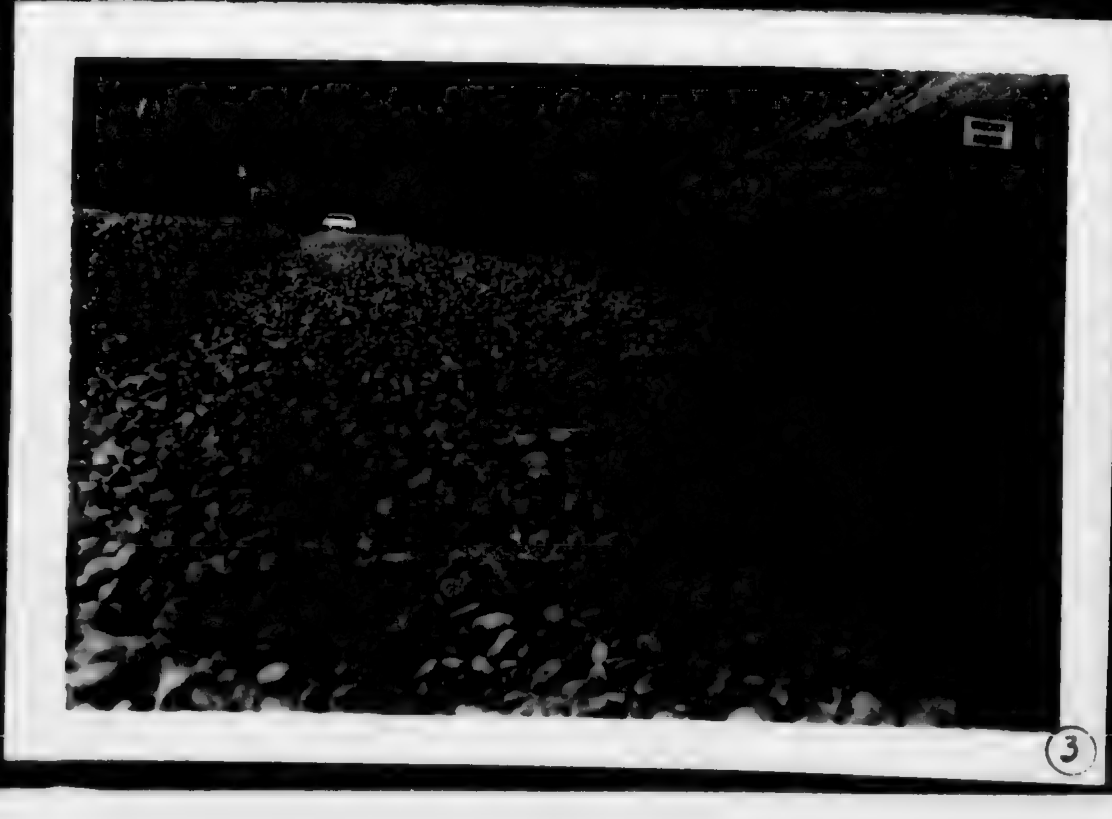

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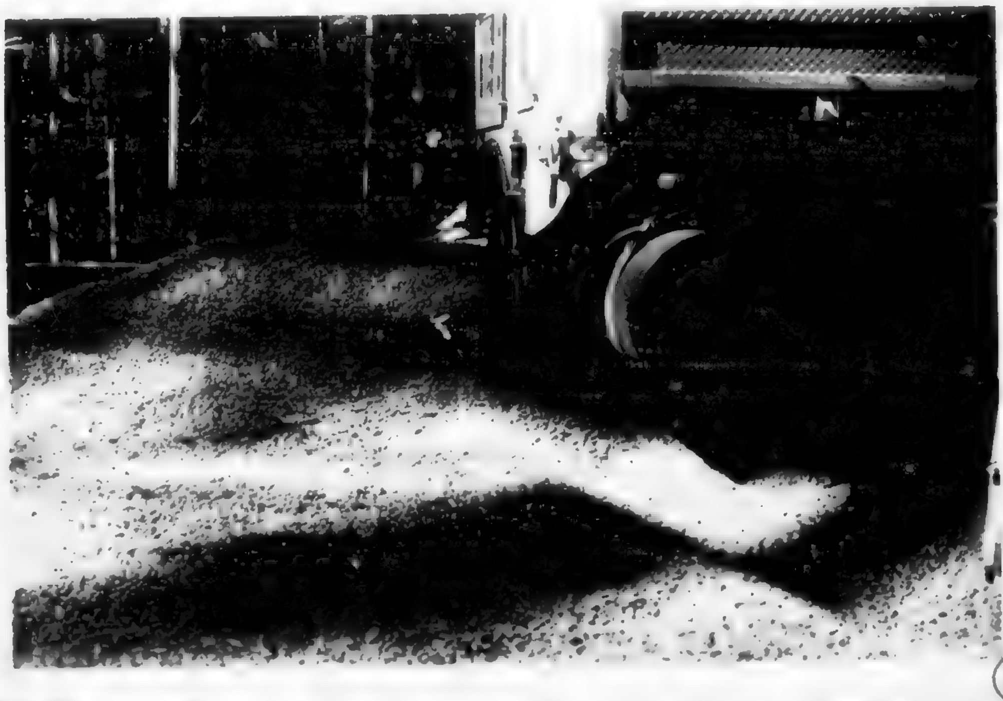

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M.C. Valentine
Timber
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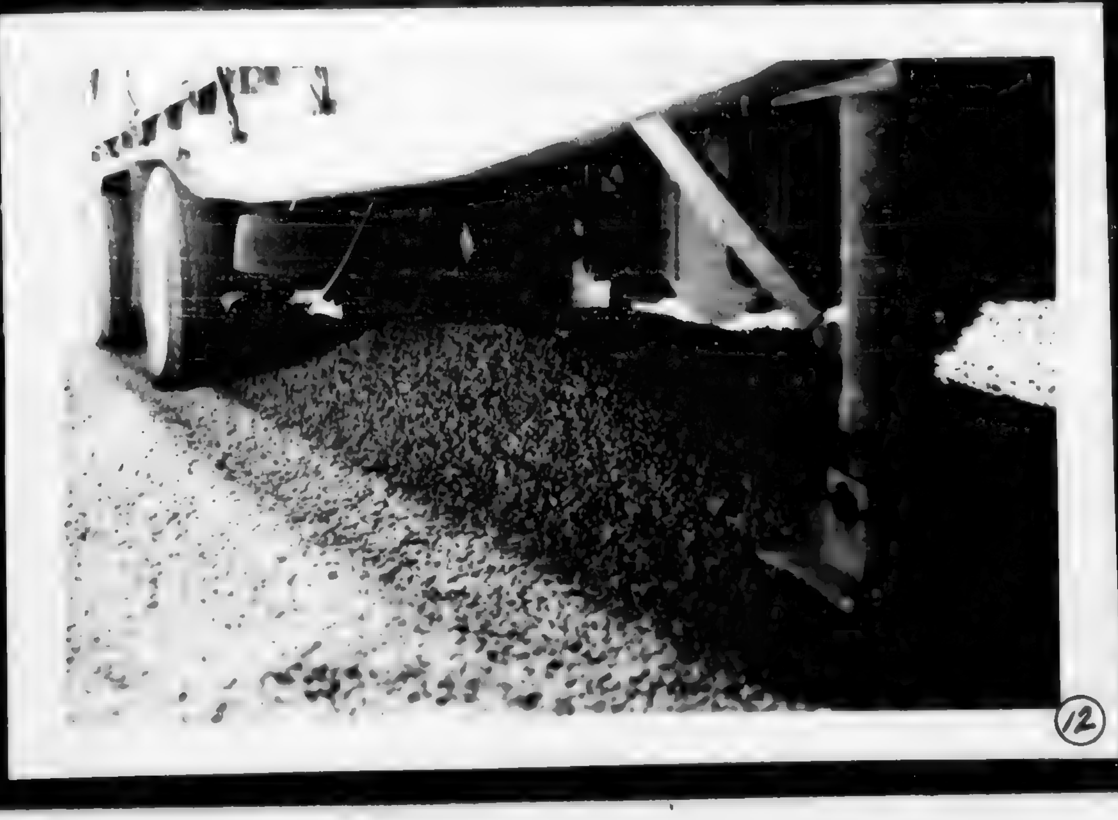

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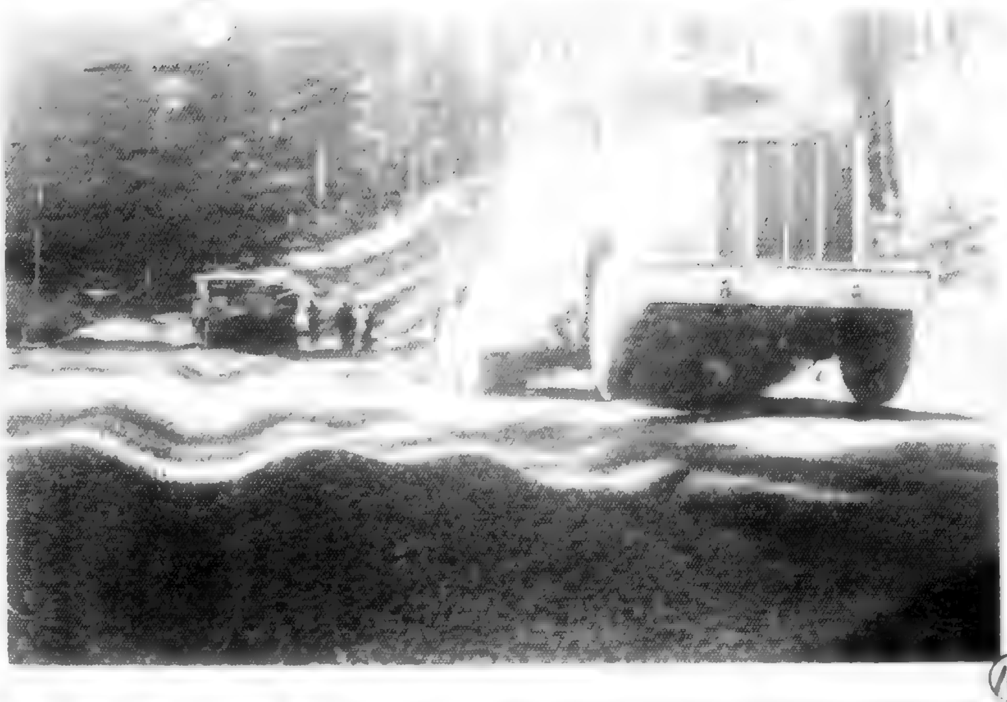

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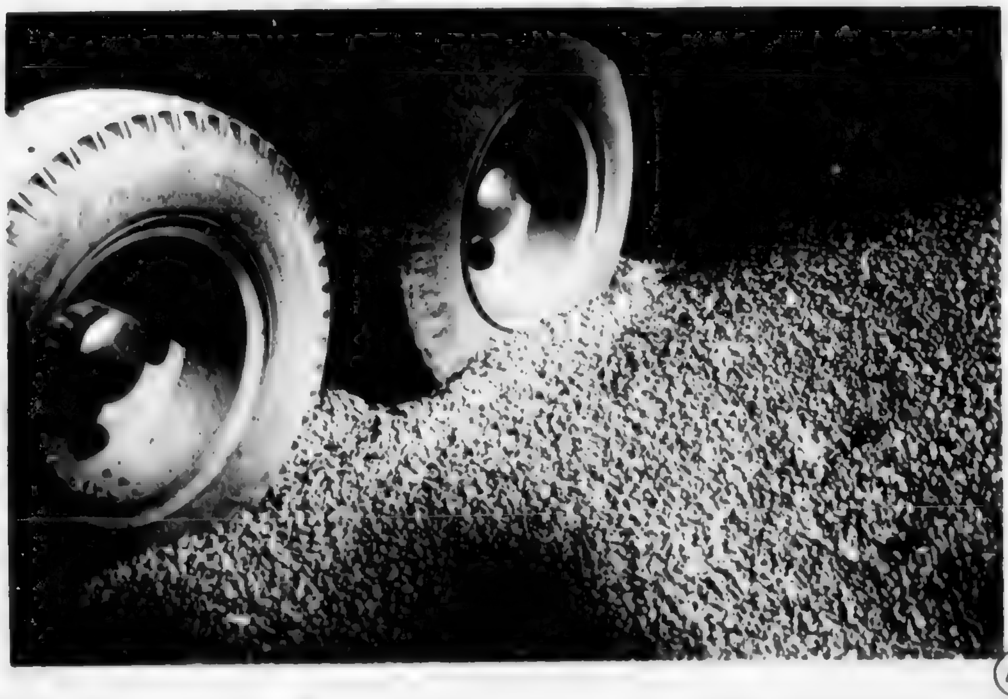

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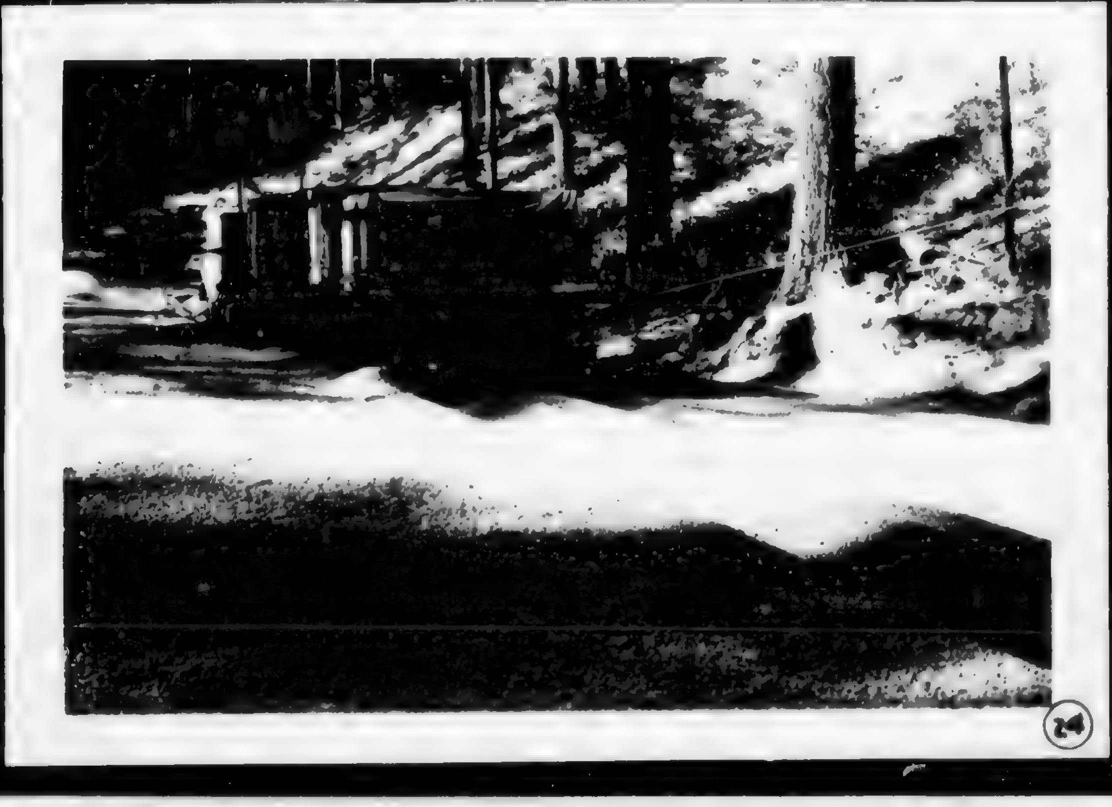

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OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8367

Order No. 3

Section Heather Station-The Dalles/Calif. Hwy. Jnc.

Date September 15 76

Highway Willamette

F.A.I. No. RCS-0003(11)

County Lane and Klamath

Prog. No. 29-1039

Account No.

Description of Work To Be Done:

The order and installing of signs for Truck Escape Ramps.

Location by Station Numbers:

Sta. 1610+00 to 1617+00 and Sta. 1696+00 to 1701+00

Estimate of Quantities and Costs:

Materials	$ 1,076.10
Labor	234.24
Equipment	57.60
TOTAL COST	$ 1,367.94

9-21-76

Explanation:

Standard Specitications of Highway Costruction (Section 601) and Special Provisions for this contract to prevail. work has not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 488,067.69
Present estimate of project cost, including $1,367.94 for work under this order	$ 488,067.69
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: G. W. Martin, Resident Engineer

Approval Recommended: for Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: for Construction Engineer

SP*79602-734

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No 8367

APPLYING TO CONTRACT PROJECTS

Order No 3

Section Heather Station-The Dalles/Calif. Hwy. Juc.

Date September 15 1976

Highway Willamette

F.A.P. No. R03-0005(11)

County Lane and Klamath

Prefix 29-1080

Account No.

Description of Work To Be Done:

The order and installing of signs for Truck Escape Ramps.

Location by Station Numbers:

Sta. 1610+00 to 1617+00 and Sta. 1696+00 to 1701+00

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Expected under-run over-run (amount)	$ 0
Expected under-run over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: G. W. Martin
Resident Engineer

Approval Recommended:
Regional Engineer
for

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved:
Construction Engineer
for

SP*79602-734

8367

1

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 3, 1976

R. A. Hatch Company
General Contractors
Post Office Box 201
Bend, OR 97701

ATT: Richard N. Hatch, Controller

RE: OSHD Contract No. 8367, Heather Station-The Dalles/Cal. Hwy. Jct.
Damage to Pacific Northwest Bell Telephone Cable

Dear Mr. Hatch:

The subject Special Provisions and Plans did not indicate the presence of utilities. Our field check indicated no such utility. In Section 105.06, Standard Specifications, 1974, says that "The Division shall not be held responsible for any omission, inaccuracy, or failure to give notice to the contractor of any other utility -------". This section further states that "it shall be the duty of the contractor to inform all public service companies --------". Section 107.22 also further delineates the contractor's responsibility in regard to utility property.

There was no physical evidence of the presence of the PNB cable because under the permit, the US Forest Service would allow none of the usual markers or pedestals. This is the reason that our utility engineer did not note their existence.

The fact that we staked the guard rail and the grading, et. al., does not relieve the contractor of his responsibility in the matter of utilities.

I regret that the incident happened, but I do not accept responsibility on the behalf of the State. We will review and intensify our procedures on the utility matter and try to avoid the reoccurrence of these types of incidents.

RECEIVED
SEP 7 1976
Office of
Assistant State Highway Engineer

Meanwhile, you have a right to make a claim against the State for monies you expended as the result of this incident at the completion of the project. As of now, we deny any responsibility and refuse any payment demanded by you or PND in relation to the damages to the utility line.

Yours very truly,

Carl M. Williams
Regional Engineer

cc: R. L. Schroeder
George Martin
Pacific Northwest Bell (H. C. Nelsen)
James Chidsey

CMW:mr

8367

15

1859

OREGON STATE
HIGHWAY DIVISION

REGION 4

P.O. BOX 1249 • BEND, OREGON • 97701 • Phone 382-1911

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 3, 1976

Pacific Northwest Bell
421 SW Oak Street
Room 738, Lincoln Bldg.
Portland, OR 97204

ATT: H. C. Nelsen, Security Representative

RE: OSHD Contract No. 8367, Heather Station-The Dalles/Cal. Hwy. Jct.
Damage to Pacific Northwest Bell Telephone Cable

Dear Mr. Nelsen:

Enclosed is a letter to R. A. Hatch, General Contractor, stating the Highway Division's stand on the payment for repairs to your facility.

We feel that the Standard Specifications quoted or referred to relieve us of any responsibility.

Of course, R. A. Hatch may make a claim against the State and it will be handled in the usual manner. For now, I am denying any payment for damages and repairs which R. A. Hatch has or will submit to this office.

We did not feel any utilities existed on this section of highway because of the lack of markers which were a Forest Service stipulation. You did receive, I am sure, a list of contract projects which is usually sent to you on which this project appeared.

I am sorry for what happened and we are taking steps to see that the incident is not repeated for lack of information from the Highway Division.

In the meantime, I consider this a matter between Pacific Northwest Bell and R. A. Hatch.

Yours very truly,

NOTED
R. L. SCHROEDER

Carl M. Williams
Regional Engineer

RECEIVED
SEP 7 1976
Office of
Assistant State Highway Engineer

CMW:mr

cc: R. L. Schroeder
George Martin
R. A. Hatch (Richard N. Hatch)
James Chidsey

Form 81-734-3122

8367

R. A. Hatch Co.
General Contractors
Post Office Box 201
Bend, Oregon 97701
(503) 382-8418

AUGUST 24, 1976

MR. GEORGE MARTIN
RESIDENT ENGINEER
OREGON STATE HIGHWAY DIVISION
1833 N. E. THIRD STREET
BEND, OREGON 97701

RE: O.S.H.D. CONTRACT 8367
HEATHER STATION ET AL

DEAR MR. MARTIN:

WE ARE IN RECEIPT OF A COPY OF MR. JOHN HOLCOMB'S LETTER OF AUGUST 18, 1976, TO MR. JOHN E. HARRISON OF PACIFIC NORTHWEST BELL REGARDING A CONFLICT WITH TELEPHONE CABLES ON SUBJECT PROJECT. YOU HAVE BEEN FORWARDED COPIES OF OUR PREVIOUS CORRESPONDENCE AND SHOULD BE AWARE OF OUR POSITION ON THIS MATTER. IN VIEW OF MR. HOLCOMB'S INTERPRETATION OF THE STATE'S POSITION, WE FEEL THE FACTS OF THIS MATTER SHOULD BE REITERATED AND OUR POSITION REAFFIRMED AS FOLLOWS:

1. SUBJECT CONTRACT SPECIAL PROVISIONS AND PLANS DID NOT INDICATE THE PRESENCE OF ANY UTILITIES WHICH MIGHT PRESENT A CONFLICT WITH OUR OPERATIONS. ALL OTHER PROJECTS ON WHICH WE HAVE BID AND WORKED ON HAVE IDENTIFIED AND LOCATED CONFLICTING OR POTENTIAL CONFLICTING UTILITIES.

2. THE REGIONAL UTILITY ENGINEER, MR. JOHN HOLCOMB, WAS NOT INVITED TO THE PREJOB CONFERENCE, AS WERE THE VARIOUS ENGINEERS AND OFFICERS RESPONSIBLE FOR VARIOUS FACETS OF THE CONTRACT. OBVIOUSLY, CONFLICTING UTILITIES WERE NOT CONSIDERED AS A CONTRACTUAL OBLIGATION OF THIS CONTRACTOR THAT NEEDED DISCUSSION. A COPY OF THE PRECONSTRUCTION CONFERENCE SCHEDULE IS ENCLOSED AS A REFERENCE FOR THE ITEMS WHICH WERE DISCUSSED AND THE LACK OF INDICATION OF THE EXISTENCE OF ANY OBLIGATION FOR PROTECTION OF UTILITIES.

3. THERE WAS NO PHYSICAL EVIDENCE OF EXISTING UTILITIES IN THE CONTRACT WORK AREA. THIS IS FURTHER EVIDENCED BY THE FACT THAT STATE FORCES STAKED THE LOCATION OF WORK WHICH PROVED TO BE IN CONFLICT WITH A UTILITY.

4. THE STATE ISSUED A PERMIT TO PLACE A UTILITY IN ITS RIGHT-OF-WAY. THE STATE STAKED THE LOCATION OF THE GUARDRAIL TO BE INSTALLED BY US UNDER CONTRACTUAL AGREEMENT. OUR OBLIGATION IS NOT TO QUESTION, BUT TO FOLLOW, YOUR DIRECTION. WE ARE NOT REQUIRED TO BE KNOWLEDGEABLE OF YOUR THIRD PARTY AGREEMENTS, NOR ARE WE RESPONSIBLE FOR THE STATE'S BREAKDOWN IN INTERNAL COMMUNICATIONS, I.E.; STAKING PARTY NOT KNOWING

8-30-76
Copies to Chiley
Keasey } TAA

RECEIVED
AUG 30 1976
Office of
Assistant State Highway Engineer

that a State permit was previously issued for a telephone line installation under new work area.

5. A copy of this correspondence is being forwarded to the applicable safety engineers to alert them of the potential hazard in future work if this same problem is not corrected. We were fortunate this utility encounter was just a telephone line. Had the unknown utility been a high pressure gas line, our entire crew would have been in extreme danger—we would have been discussing more than just dollars for the telephone company.

6. In signing the contract, we have agreed to hold harmless the State for damage claims directly attributable to our actions. In this case, our actions were under your direction. Furthermore, we cannot be expected to hold you harmless for negligence on your part.

We intend to recover our losses incurred in this matter, as per the enclosed billing to Pacific Northwest Bell, either through the telephone company or as a claim to the State for work outside our contract obligations. We will pursue every avenue of protection available to us should the State support Pacific Northwest Bell's claim by withholding our final payment on this contract.

Very truly yours,

R. A. HATCH CO.

Richard N. Hatch
Controller

RNH/nlp
Enclosures
cc: Carl Williams, Regional Engineer
R. A. Sandmann, Regional Construction Engineer
David L. White, Regional Safety Officer
×R. L. Schroeder, Asst. St. Hwy. Engr., R/W & Development
John Holcomb, Regional Utility Engineer
Ray Stose, D.O.T., Safety Officer

RTE RECEIVED ENV.
RUE AUG 1 8 1976 RDE
RSO REGION 4 RDE
ASSIGNED ______

August 18, 1976

John E. Harrison, General Security Manager
Pacific Northwest Bell
Room 738, Lincoln Building
Portland, OR 97204

ATT: H. C. Nelson, Security Representative

I am in receipt of a copy of your letter of August 4, 1976, to George Martin, Resident Engineer. George has asked me to reply to you regarding OSHD contract no. 8367.

The State has a policy of long standing of becoming involved in conflicts between utilities and our contractors only to the extent that we will withhold final payment to our contractor if a lien is filed by the utility. If you wish to do this, a letter should be sent to the Division so requesting such action.

The State feels it is protected on both sides in that the general provisions for pole line, buried cable, pipe line, non-commercial signs and miscellaneous operation and/or facility permits hold that the applicant shall indemnify and hold harmless the State Commission, the members thereof, and all officers, employees or agents of the State or the Commission. See Section III, Paragraph A.

On the other hand, the Standard Specifications for Highway Construction read to the effect that the contractor will familiarize himself with all utilities and take necessary steps to protect them. Again, the contractor shall hold harmless the State and its agents.

My only suggestion is that PNB and R. A. Hatch Company attempt to resolve this matter. In the event you have exhausted this effort, I suggest you request the State to withhold final payment until such time as the matter is resolved.

Should you wish to discuss this further, please do not hesitate to call.

Yours very truly,

John E. Holcomb

John E. Holcomb
Regional Utility Engineer

JEH:mr
bcc: George Martin, James Chidsey
C. T. Keasey

Copy

John E. Harrison
General Security Manager

Pacific Northwest Bell
421 S.W. Oak Street
Room 738 Lincoln Building
Portland, Oregon 97204
Phone (503) 224-6261

August 4, 1976
File No. 4C-76-240-0

Mr. George Martin, Res. Engr.
Oregon State Highway Division
Bend, Oregon 97701

Re: OSHD Contract 8367
Heather Station Et Al

Dear Sir:

This will confirm my brief telephone conversation with you Monday, August 2, 1976.

R. A. Hatch Co. have indicated their position regarding our intended claim for cable repairs and also presented their own claim for $921.15. I note they sent you copies of their letter of July 27, 1976 which they sent to me.

Normally, I would not accept their reasons for denial. However, I am not familiar with the details of your contract with them. Generally, the contractor is responsible for ascertaining existence of underground structures, whether shown on the plans or not.

As to cable markers, there is no requirement for this as you may know. We do place markers on occasion where they can be maintained with minimum of effort or receive no objections. The Deschutes National Forest asked we not place them for this installation. We obtained Permit #11163 from the Commission on 8/9/66 to install the line. Paragraphs 107.19 and 107.22 of the Standard Specifications for Highway Construction 1970 Edition would appear to be pertinent to this case.

I would appreciate hearing from you as to whether these specifications were applicable for Contract #8367. Thank you for your cooperation.

Yours very truly,

H C Nelson
H. C. Nelson
Security Representative

cc: R. A. Hatch Co.

July 27, 1976

Pacific Northwest Bell
421 S. W. Oak Street
Room 738 Lincoln Building
Portland, Oregon 97204

Attention: Mr. H. C. Nelson
Security Supervisor

Re: O.S.H.D. Contract #8367
Heather Station et al

Gentlemen:

We are in receipt of your letter (copy enclosed) dated July 22, 1976, regarding a conflict with your telephone cable on above referenced project.

The project involving this incident is under contract with the Oregon State Highway Division for work on State Highway 58. Your telephone cable was not indicated on the project plans nor was it physically marked with your usual cable route markers. In view of this, we are not liable for damage to your cable.

Some of our work which was nearly completed was removed by your repair crews on the evening in question. The following morning, our crew was further delayed. This additional cost is a direct result of your improper cable marking.

Enclosed herewith is a billing for damage repairs and delay of our construction crew and equipment. We shall expect payment within 30 days.

Very truly yours,

R. A. HATCH CO.

Richard N. Hatch
Controller

RNH/nlp
Enclosures: 2

cc: Mr. George Martin, Resident Engineer
Oregon State Highway Division

Mr. Carl M. Williams, Regional Engineer
Oregon State Highway Division

July 27, 1976

Pacific Northwest Bell
421 S. W. Oak Street
Room 738 Lincoln Building
Portland, Oregon 97204

INVOICE

For damages and construction delays on O.S.H.D. Contract 8367 – Hwy. 58

LABOR:	5 Operating Engineers 3 hrs. ea. @ $16.00	240.00
	6 Laborers 3 hrs. ea. @ $13.75	247.50
EQUIPMENT:	Post Driver–3 hrs. @ 31.50	94.50
	Truck Crane–3 hrs. @ 14.00	42.00
	Cat 12 Grader–3 hrs. @ 20.00	60.00
	Roller–3 hrs. @ 12.00	36.00
	Peterbilt 20 yd Dump Truck–3 hrs. @ 18.00	54.00
	Ford 1 Ton – 3 hrs. @ 4.75	14.25
	Ford 3/4 Ton – 3 hrs. @ 4.25	12.75
		801.00
	Plus Contractor's G & A	120.15
	Total	921.15

Pacific Northwest Bell

421 S.W. Oak Street
Room 738 Lincoln Building
Portland, Oregon 97204
Phone (503) 224-6261

John E. Harrison
General Security Manager

July 22, 1976
File No. 4C-76-240-0

R. A. Hatch Company
P.O. Box 201
Bend, Oregon 97701

Gentlemen:

We have received a report regarding damage to a buried telephone cable, located on State Hwy. No. 58 about two miles west of Crescent Lake Junction in Gilchrist. Upon investigating, we find this cable was damaged through your operations on July 15, 1976.

We will send a bill to you showing the cost of our repairs in the near future. Should you have liability insurance coverage to apply, you may wish to notify your agent of our claim.

If you have any questions or require additional information please call us collect on 242-8862.

Yours very truly,

HC Nelson
H. C. Nelson
Security Supervisor

cc: Dist. Engr. Oregon State Hwy. Dept.

PRECONSTRUCTION CONFERENCE
Heather Sta.-The Dalles/California Hwy Jct.

June 7, 1976 10:00 A. M.
Oregon State Highway Building
North Highway 97
Bend, Oregon

1. Introductions

2. Communications:

Written communication from the State will be directed to the prime contractor for distribution to subcontractors, if possible.

The prime contractor shall direct written communication to:

G. W. Martin, Resident Engineer
Oregon State Highway Division
P.O.Box 1249
Bend, Oregon, 97701

The State Highway Division telephone number for G. W. Martin

Office: 382-4732
Home: 382-3001

3. Work Schedule:

A) The work to be done under the contract shall be completed before the lapse of 125 calender workdays. Work on this project shall begin within ten days after award of the contract, or as soon thereafter as climate conditions will permit.

Contract Labor Provisions

A) E.E.O. Requirements:

H.D.Glenn, E.E.O. Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon, 97310
Phone: 378-7318

PR-1391
First 3 month & July (only)

Contractor's E.E.O. Officer

Name:
Address:
Phone:

Form P.R. 1391 (Federal-Aid Highway Contractors Monthly EEO Report) are required, in accordance with the instructions on the form, for: Prime Contractor, each Sub-Contractor whose sub-contract amounts to 10,000.00 or more.

B) Public Works Contractors Wage Certification, Form 124-RE-1
Submit 2 copies prior to first payment.
Submit 2 copies when a new craft not previously covered is on the project.
Submit 2 copies when there is change in wages paid and/or fringe benefits.
Submit 2 copies covering all crafts present on the project at the completion of the project.

C) Contractor and Sub-contractor payrolls to be submitted weekly.

D) On-the-job training. (the number of trainees has to be one). The Contractor shall submit to the Oregon State Highway Division for approval, the training program to be used in each selected trade or job classification.

Fire Prevention and Control

A) Fire Regulations
   1. Time and place for burning.
   2. Fire control Plan (forms shall be delivered to the engineer at the Pre-construction Conference)
   3. Smoking on project

B) Fire guard

C) Fire-fighting equipment required

D) Regulations for burning

E) Contractor's responsibility in fighting own fires

F) Use of contractor's forces to fight other fires.

Temporary Project Water Pollution Control

A) Contractor shall submit for acceptance his schedules for accomplishment of temporary and permanent erosion control work.

B) Materials (Mulches, Grass, etc.)

C) Construction Requirements:

   1) erosion control
   2) exposed area for clearing and grubbing not exceed 750,000 sq ft without approval by the Engineer

D) Method of measurement and payment

Safety

A) Resident Engineers role in safety monitoring the contractor's operation.

B) David L. White, Regional Safety Officer, will be monitoring the safety and health regulations for construction.

C) Discussion on the method of signing

D) Discuss the method of traffic control.

Contract Special Provisions

A) Section 104 Pages 2 & 3

Discuss Extra Work:

1. Construction of guardrail connections to Salt Creek Tunnel.
2. Construction of guardrail at the Salt Creek Tunnel.
3. Seeding, planting, and mulching.

B) Section 106 Pages 3, 4, & 5
Discuss control of materials
1. Sources of aggregates
2. Borrow material

C) Section 107 Pages 5, 6,7, &8
Discuss legal relations and responsibility to public
1. Water and air pollution control
2. Federal-Aid provisions
3. Forest protection

D) Section 111 Pages 8 & 9
Discuss temporary protective and directional measures for traffic.

Signs:
1. Road Construction Next 35 miles
   G 20-1 66" x 36"
2. End Construction
   G 20-2-24 60" x 24"
3. Road Construction Ahead
   W 20-1-48 48" x 48"
4. Men Working
   W 21-1-48 48" x 48"
5. End Work Area
   OG 20-4-24 60" x 24"
6. Be Prepared to Stop
   OW 23-2-48 48" x 48"
7. Flagman Ahead
   W 20-7-48 48" x 48"

Signs (cont)

8.	Trucks Crossing 6 B 33	30" x 30"
9.	Pilot Car G 20-4	36" x 18"
10.	One-Way Traffic	48" x 48"

Cones: 26" to 30" post diameter 3" + base 11 pounds
30" or more post diameter 4" + base 11 pounds
All cones shall have two flexible 4-inch wide 360° yellow reflective bands

E) Clearing and Grubbing, Section 201 — Page 11

Discuss ownership and disposal of materials
a) Merchantable timber (8" dia. 10' long), Max 32
b) Merchantable timber which is destroyed
c) stumps

Note: All trees shall be cut in such a manner that they will land completely within the clearing limits. No heavy equipment shall be operated outside of the clearing limits.

Section 202 — Page 11

Discuss disposal of materials
a) concrete guardrail posts removed
b) stockpiled at M.P. 72.0
c) Posts shall be sorted, with good posts and damaged posts placed in separate piles.

Section 203 — Page 12

Discuss Excavation and embankment for roadway.
Will be paid for by re-measure

Section 206 — Page 12

Discuss trench excavation

Section 224 — Page 12

Discuss obliteration of old roadway

Section 233 — Page 13

Discuss watering

Section 304 Pages 13 & 14

Discuss aggregate sub-base and base.
1. Aggregate base and wearing course shall be 1"-0., 12" depth
2. Layer of base shall be compacted by roller (10 ton)

Discuss pea gravel surfacing 3/4" - 3/8"
- a) durability
- b) sand equivalent
- c) soundness
- d) grading requirement
- e) construction
- f) measurement and payment

Section 403 Page 15
Discuss asphalt concrete pavement
1. Classes "C" asphalt concrete
2. Paver
3. Compaction

Section 603 Page 15
Discuss culverts - pipes

Section 605 Pages 15 & 16
Discuss underdrains

Section 606 Pages 16, 17, & 18
Discuss guardrail and barriers

1. State-furnished steel posts
2. Concrete in anchors
3. Other materials
4. Use of salvaged materials

Discuss hold down anchors

Discuss structural concrete

Section 620 Page 19
Discuss riprap

Section 642 - 645 Pages 21 - 24
Discuss signing

5367 Yellow 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

May 28, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: George Martin
RESIDENT ENGINEER

SUBJECT: **Heather Sta.-The Dalles-California Highway Jct. Sec.**
Willamette Highway
Lane & Klamath Counties

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9063	**00**	**Truck Escape Ramp, Centerline**	**Profile Grade**
	01	**Truck Excape Ramp, Centerline**	**Subgrade**
	02	**Truck Excape Ramp, Centerline**	**Profile Grade**
	03	**Truck Excape Ramp, Centerline**	**Subgrade**

Attachment

8317

15

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 10, 1976

In reply refer to: 1041EC.3

SUBJECT: Oregon Project ROS-000S(11)
Heather Station-The Dalles/California Highway Jct
Klamath and Lane Counties

NOTED
E. S. HUNTER

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

As requested in Mr. Rulien's April 27 letter I approve the use of State-furnished guardrail posts on the subject project as being in the public interest.

G. K. Hassner
for G. L. Green

cc:
OSHD (Laux)
OSHD (Keasey)

RECEIVED
STATE HWY ENGR
MAY 11 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

8-367

15

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ROS-000S(11)

STATE PROJECT NO. See below

COUNTY NAME Klamath & Lane

PROGRAM NO.

ITEM NO. ROS-17

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 25 '76
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED 5/5/76

DATE AUTHORIZATION EFFECTIVE 5/5/76

FEDERAL ROUTE NUMBER Primary Route 29

STATE ROUTE NUMBER Primary Route 18

GENERAL LOCATION: Heather Station - The Dalles/California State Line

GENERAL DESCRIPTION OF WORK: Guardrail and Truck Escape Ramps.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Truck Escape Ramp Delineators	$ 550
On the Job Training	800
Temporary Erosion Control	1,500
Seeding & Mulching	2,500
Connect Guardrail	1,000
State-furnished Steel Posts	3,388
Seeding, Planting & Mulching	2,500

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 10/20/75 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 5/3/76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $520,587, Federal funds $468,527.

A signed copy of the Title Sheet is returned herewith.

DATE 5/5/76

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE [illegible]

8367

18

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
May 4, 1976
Salem, OR 97310

FROM: P. T. Dykman PTD
Research Coordinator

SUBJECT: Heather Station
20-1976-
Archeology Reconnaissance

TO: Hal Versteeg
Road Design Engineer

An archaeology reconnaissance of the two Highway 58 truck escape ramps on the above project was conducted in late April 1976.

The archaeologist for the Museum of National History found no evidence of potential archaeology sites. Consequently, we are free to proceed with subsequent development of this project.

A formal report on the reconnaissance survey will be prepared by the MNH and delivered to OSHD in the next week or two.

PTD:ch

cc: Buz Swan, Project Management
Duane Ridings, Project Management

1 Versteeg ✓
2 [illegible] Doi
[illegible]
3 Swenson [illegible]
Samce
4 Trout 4

RECEIVED
MAY 4 - 1976
ROAD DESIGN SECTION

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BY FINAL DESIGN ENGINEER

13

PRO 6-2

April 27, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Heather Sta.-The Dalles/Calif. Hwy. Jct.
Oregon Project No. ROS-000S(11)
Klamath and Lane Counties

We are requesting a public interest finding in the State furnishing 111 steel guard rail posts on the subject project. The posts were purchased on the Rocky Canyon-Prineville Reservoir Section by competitive bidding and not used because of a design change.

The posts were purchased by State force order from the contractor at a cost of $3,387.75 for the 111 posts making a unit cost of $30.52. We are requesting authorization to charge the subject project at this rate.

We feel it is in the public interest to use these posts as requested because public funds have been expended for the posts and they should be used rather than purchase other posts and store these. This project is relatively close and it is the first guard rail project in the area.

DAR:md

cc: J. H. Versteeg
C. T. Keasey
C. G. Swenson
D. E. Swan

18

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 18, 1976

FILE:

FROM: C. G. Swenson
Specifications Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Heather Station-The Dalles-California Highway
Archaeological and Paleontological Reconnaissance

Attached is a copy of a letter from the Acting Regional Forester to Mr. L. B. Lybecker dated November 26, 1975. The highlighted paragraph on the bottom of the first page of the letter makes reference to a determination of necessity for an archaeological and paleontological reconnaissance.

I have discussed this with the Environmental Section and was informed that there has been nothing done on this because the University of Oregon with whom we have a contract for this work has not been able to hire an archaeologist up to this time; however, they have one on board now and our Environmental Section expects that the matter of this reconnaissance will be resolved in the next couple of weeks. They will keep us informed of developments.

It appears that this type of determination will have to be made in all cases where we are involved with right of way on Federal lands.

CGS:fw
Attach.

1 Versteeg ✓
2 Olson [illegible]
3 Terpin Doc
4 Scott [illegible]
5 Swenson [illegible]
7 Anderson [illegible]
2 Trout

RECEIVED
FEB 18 1976
ROAD DESIGN SECTION

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Requires Approval ☐
Receiver Keep ☐
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Bring Up / /
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REFERRED TO

Beard	Reed
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✓ Eriksen F.E.	Watson
Hager	Wolfe

Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Region 6
P.O. Box 3623, Portland, Oregon 97208

2730

November 26, 1975

Mr. L. E. Lybecker
Regional Federal Highway Administrator
Department of Transportation
Federal Highway Administration
222 S.W. Morrison
Portland, Oregon 97204

Dear Mr. Lybecker:

Application has been made for the appropriation and transfer of lands of the United States within the Willamette National Forest for rights-of-way, for construction of escape ramps on the Willamette Highway (U.S. Highway 58). The areas applied for are in the SW¼SW¼, Section 23; SW¼NE¼ and SE¼NW¼, Section 25; T. 22 S., R. 5 E., W.M., Lane County, Oregon, as shown on the plats entitled, "State of Oregon - State Highway Division, Heather Sta. - The Dalles/Calif. Hwy. Jct. Sec., Willamette Highway," Preliminary Copy, August [illegible], 1975, as modified to show clearing limits on Sheets 3B and 3C, and reviewed by H.S. Clinton, November 13, 1975, which are on file in the Regional Office.

We agree to appropriation and transfer of these lands under the provision of Sections 107(d) and 317 of the Act of August 27, 1958, (72 Stat. 916; U.S.C. 107(d) and 317), under the following conditions which are to be included in the grant of Highway Easement Deed.

1. Outstanding valid claims, if any, existing on the date of this grant, and the Grantee shall obtain such permission as may be necessary on account of any such claims.

2. The Grantee and the Regional Forester shall make determination as to the necessity for archaeological and paleontological reconnaissance and salvage within the right-of-way, and such reconnaissance and salvage to the extent determined necessary because of maintenance of the highway facility is to be undertaken by the Grantee in compliance with the Act entitled "An Act for the preservation of American Antiquities" approved June 8, 1906 (34 Stat. 225, 16 U.S.C. 432-433), and State laws where applicable.

3. The easement herein granted is limited to use of the described right-of-way and the space above and below the established grade line of the highway pavement for the purpose of operation and maintenance of a highway and does not include the grant of any rights for nonhighway purposes or facilities: Provided, That the right of the Forest Service to use or authorize the use of any portion of the right-of-way for nonhighway purposes shall not be exercised when such use would be inconsistent with the provisions of Title 23 of the United States Code and of the Bureau of Public Roads Regulations issued pursuant thereto or would interfere with the free flow of traffic or impair the full use and safety of the highway, and in any case the Grantee and the Bureau of Public Roads shall be consulted prior to the exercise of such rights; and Provided further, That nothing herein shall preclude the Forest Service from locating National Forest and other Department of Agriculture information signs on the portions of the right-of-way outside of construction clearing limits.

4. Consistent with highway safety standards, the Grantee shall:

   a. Protect and preserve soil and vegetative cover and scenic and esthetic values on the right-of-way outside of construction limits.

   b. Provide for the prevention and control of soil erosion within the right-of-way and adjacent lands that might be affected by the construction, operation, or maintenance of the highway, and shall vegetate and keep vegetated with suitable species all earth cut or fill slopes feasible for revegetation or other areas on which ground cover is destroyed where it is deemed necessary during a joint review between the Regional Forester and the Grantee and the Grantee shall maintain all terracing, water bars, leadoff ditches, or other preventive works that may be required to accomplish this objective. This provision shall also apply to slopes that are reshaped following slides which occur after construction.

5. The Grantee shall establish no borrow-sand or gravel pits, stone quarries, permanent storage areas, sites for highway-operation and -maintenance facilities, camps, supply depots, or disposal areas within the right-of-way, unless shown on approved construction plans, without first obtaining approval of the Regional Forester.

6. The Grantee shall maintain the right-of-way clearing by means of chemicals only after specific written approval has been given by the Regional Forester. Application for such approval must be in writing and specify the time, method, chemicals, and the exact portion of the right-of-way to be chemically treated.

You may authorize immediate entry under the above terms.

Sincerely,

R. M. BERMAN

R. M. BERMAN
Acting Regional Forester

9307 18

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

December ~~5~~, 1975
7

FROM: Adele L. Egan Adele L. Egan
Right of Way Office Manager

TO: J. H. Versteeg
Road Design Engineer

Attn: Floyd Scott

SUBJECT: File 48940
Heather Sta.-The Dalles-Calif. Hwy. Jct.
Willamette Highway
Lane County

We have received the preliminary letter of consent and permit of entry from the Forest Service for the escape ramps to be built on the Willamette Highway between Heather Station and the The Dalles-California Highway junction. George Martin no doubt has the plats to go with the consent if they have not come in to the Salem office.

When this first came up, Ed Stout of the Forest Service office in Eugene asked if we could not go ahead and make application for a DOT easement deed for the entire Willamette Highway. This would be in both the Willamette and Deschutes National Forest. When working on the The Dalles-California application, I found a note from Harold Brainerd that they were prepared in Bend to go on with the Willamette Highway next.

I told Mr. Stout the main question was whether we had maps or plats to cover the area. Which sections are covered by maps and which ones are not? Can we proceed with the preliminary work on an application for this highway? I have to let Mr. Stout know.

AE:nn

1 Versteeg ✓
A. Olson
3 Terpin T.
2 Scott S.
Swenson
R. Olson
Trout

RECEIVED
DEC - 9 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

REFERRED TO

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BY FINAL DESIGN ENGINEER

NOTED
FLOYD O. SCOTT
12-8-75

Williams 1871 - 382 - 1911

12-9-75

Requested the ~~[illegible]~~ Plats, if available, from Bend. ~~(Brainerd)~~ Martin to send (per phone call) Also told Adele we had map coverage for Forest Lands on the Willamette Hwy. S.

18

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 24, 1975

In reply refer to: 1041DB

SUBJECT: Oregon Project ROS-000S(11)
Heather Station-Willamette Junction Section
Willamette Highway
Salvage of Concrete Guardrail Posts

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

As requested by Mr. Terpin's August 19 letter, we concur that it is in the public interest to salvage the concrete guardrail posts on the project and that a credit of $2.20 per post is a satisfactory allowance to credit the Federal-aid project for those posts removed and not reinstalled.

G.K. Hossner
for G. L. Green

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
vr Copy Swenson
R. Olson
Trout

RECEIVED
NOV 2_ 1975
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Prepare Reply
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Other

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NOV 25 '75
REFER TO
Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cy Rulien

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 10-20-75
BY (Signature): L.W.Rulien's August 27, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 210

ITEM NOS. 17 THRU
ITEM NOS. THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	** FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
17	ROS-000S(11)	0.0	534,000	480,600	Heather Station - The Dalles/California Highway Junction. Klamath & Lane Counties State of Oregon.	UPdate and install Guardrail and construct truck escape ramps.

REMARKS (Division)

RECEIVED
STATE HWY ENGR
OCT 23 '75
REFER TO
Rulien
FOR

RECOMMENDED
DATE
SIGNATURE AND TITLE

APPROVED
DATE: 10-20-75
SIGNATURE AND TITLE: C R Burghardt
for G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

[illegible] 18

Form 81 734 3040

OREGON STATE HIGHWAY DIVISION FILE: LOC 17

INTER-OFFICE CORRESPONDENCE

Bend, Oregon 97701

September 15, 1975

FROM: Carl M. Williams
Regional Engineer

TO: Frank Terpin
Final Design Engineer

SUBJECT: Heather Station-The Dalles
California Hwy Sec.
Willamette Highway
Klamath & Lane Counties
20-1976

In a discussion with Area Engineer Dave Carter today, it was decided that another borrow source would not be necessary.

Only about 589 cubic yards of embankment is necessary in the area 70+17 to 219+98. It is felt that the additional haul for the 589 cubic yards at the easterly end of the project would cost approximately $500. The safety derived from providing a wider space at the west end of the tunnel would more than offset this additional cost.

Our generators are at the east end of the tunnel and our service vehicles now must park very close to the traveled way. With the additional excavation at this spot, we shall be able to provide greater roadway clearance.

CMW:mr

cc: George Martin

REFERRED TO

Beard
Cole
[✓ Eriksen] FE
Hager
Reed
Sample
Watson
Wolfe
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
WR copy Trout

RECEIVED
SEP 16 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
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Return To
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Other

8367

OREGON STATE HIGHWAY DIVISION FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

September 15, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Heather Station-Willamette Jct.
Willamette Highway
Lane County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:1jt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 5 : Wm. Anhorn

RECEIVED
STATE HWY ENGR
SEP 15 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPR[illegible]
ESH
E. S. Hunter
Date 9-15-75

RECEIV[illegible]
SEP 1 [illegible]
ROAD
DESIGN

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date July 24, 1975

A. PROJECT IDENTIFICATION

Name of Project Heather Station-Willamette Junction (Section) ROS-195(-)

Location of Project Willamette (Highway Name) Oregon Hwy 58 (#18) (Highway No., US - ORE)

-- (City) Lane (County) III - IV (Region)

Program Title II (Funding) $190,000 (Estimated Cost) 20-1976/1310 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide two escape ramps for runaway trucks on a 6% downgrade, and to upgrade deteriorated and substandard guardrail.

Origin and History: The curving downhill section has a long accident history, particularly with regard to trucks. The first improvement attempt was made in 1948. Project requests have come from private citizens and from the trucking industry, including letters to the governor.

C. DESCRIPTION OF PROJECT

Length 38± miles, guardrail; .3 miles, escape ramps.

Termini MP 49 - 86, guardrail; MP 52.3 and MP 54, escape ramps

Alignment ☒ New (Escape Ramps) ☒ Existing (guardrail) ☐ Combined

3
non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 4.2 acres of timbered National Forest land required for ramps.

Typical Section 18-foot width of pea gravel; 10-foot service road (see attached sketch).

Structures Large pipes will be installed on ramps; guardrail will be placed on 3 bridges: Odell Cr., Crescent Cr., and Little Deschutes River.

Characteristics (ADT) Present: 1850; 20 year projection: 3330.

Other General Information (or Supplemental information to items) From 1970 through the first eight months of 1974, there were 209 accidents from MP 50-84. Six of the accidents were fatalities. From MP 48-62, for the same time period, there were 33 truck accidents. Two of these accidents were fatalities. The escape ramps and the guardrail should improve this picture.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The length of the ramps could possibly be shortened by steepening their grades, but this would require considerable filling and could present a safety problem in itself.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☐ Required ☒ Recommended

Type Informational Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The project area lies on the west slope of the southern Cascade Range, largely between 3,000-4,000 feet above mean sea level. The winters are cold and snowy and the summers are warm and dry. Average annual precipitation approaches 80 cm. The January mean minimum temperature is around -7°C, while the July mean maximum temperature is approximately 26°C. Typical soils are haplumbrepts, developed from volcanic flows and pyroclastics laid down during the Oligocene and Miocene. The dominant overstory species is Douglas fir, with white fir and western hemlock also present. The understory is characterized by vine maple and western yew. Oregon grape and big huckleberry are common low shrubs. Twin flower and deerfoot vanillaleaf are the most common herbs. The area provides excellent wildlife habitat. Two small streams traverse the ramp areas.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The land is currently used as productive forest land, and is in National Forest ownership. Noise levels are very low, air quality is high, and the serenity and beauty of the mature forest are appreciated by thousands of travelers each year. No utilities will be affected by this proposal.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

About 4.2 acres of Willamette National Forest land is required for this project. No improvements are involved.

Consequences:

Moderate

2. Estimated Changes in Traffic Patterns:

Patterns will not change

Consequences:

None

3. Estimated Changes in Land Use:

4.2 acres of timbered land will be converted to transportation uses.

Consequences:

Moderate

4. Expected Adverse Effects on Natural Ecological Resources:

The timber on the new right-of-way will be cut, brush cleared, and some wildlife habitat irrevocably lost.

Consequences:

Moderate

5. Expected Adverse Effects on Cultural and Scenic Resources:

Cultural resources are not impacted, but scenic values will be somewhat impaired for the traveler. The escape ramps will be partially screened by natural vegetation, however, and should be visible only from the approach ends.

Consequences:

Moderate

6. Preliminary Identification of Areas of Critical Environmental Concern:

No critical areas have been identified.

7. Potential for Controversial Issues:

Even though some forest land will be lost, little controversy is expected--due primarily to the documented safety problems in this area.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist			
Water Quality Spec.	X		
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

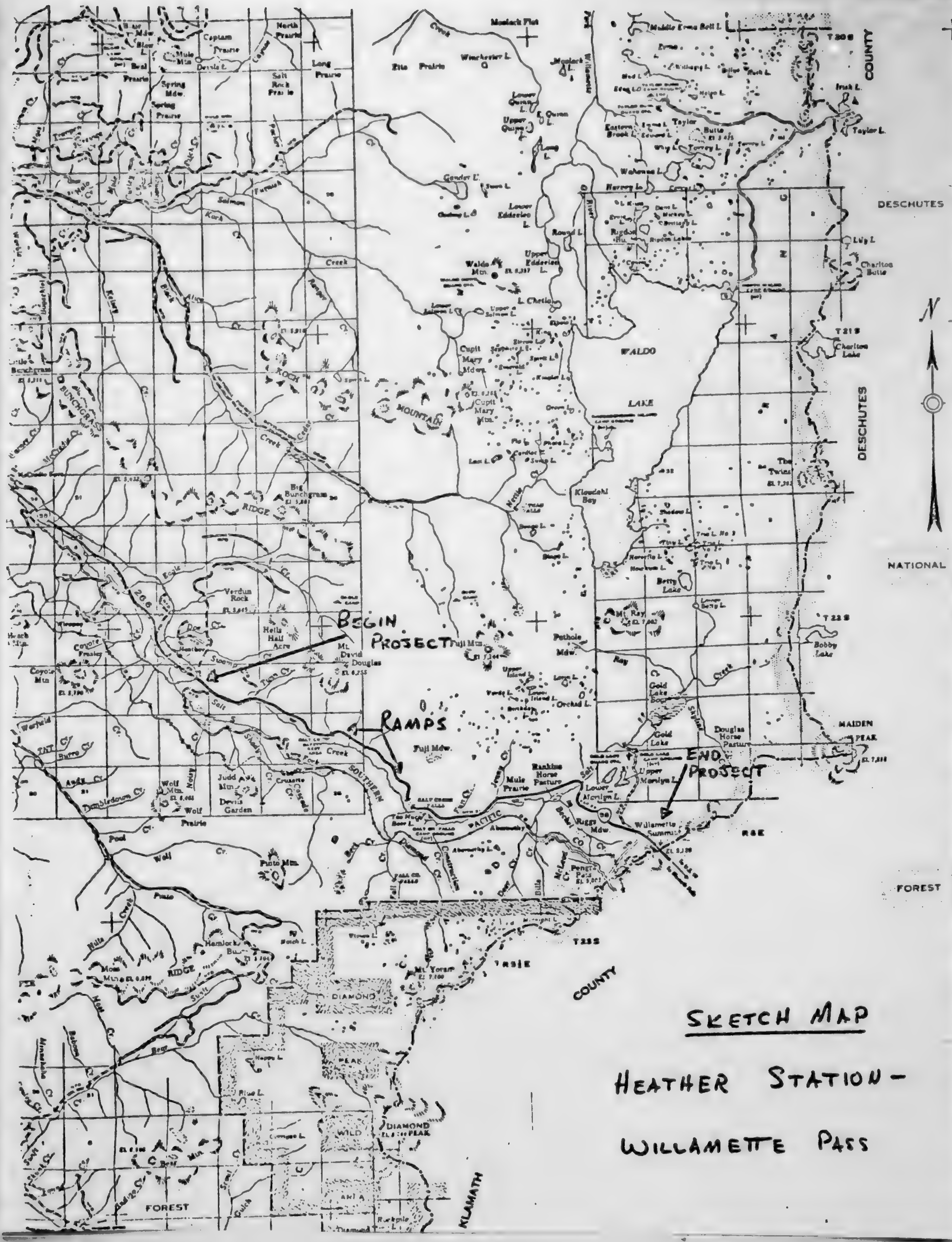
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________


BEGIN PROJECT
RAMPS
END PROJECT
WALDO LAKE
DESCHUTES
COUNTY
DESCHUTES
NATIONAL
FOREST
MAIDEN PEAK
Charlton Lake
Bobby Lake
Gold Lake
Odell Lake
Willamette Summit
Mt. David Douglas
Verdun Rock
Hells Half Acre
Big Bunchgrass
BUNCHGRASS RIDGE
ROCK MOUNTAIN
Salt Creek
SOUTHERN PACIFIC
Waldo Mtn.
Fuji Mtn.
Fuji Mdw.
Mule Prairie
Rankins Horse Pasture
Gold Lake Bog
Douglas Horse Pasture
Mt. Ray
Pothole Mdw.
Klovdahl Bay
Betty Lake
The Twins
Charlton Butte
Irish L.
Taylor L.
Mt. Yoran
DIAMOND PEAK WILD AREA
DIAMOND PEAK
Hemlock Butte
Moss Mtn
RIDGE
Pinto Mtn.
Wolf Mtn.
Judd Mtn.
Devils Garden
Wolf Prairie
Coyote Mtn.
Coyote Prairie
KLAMATH
COUNTY
FOREST
T 20 S
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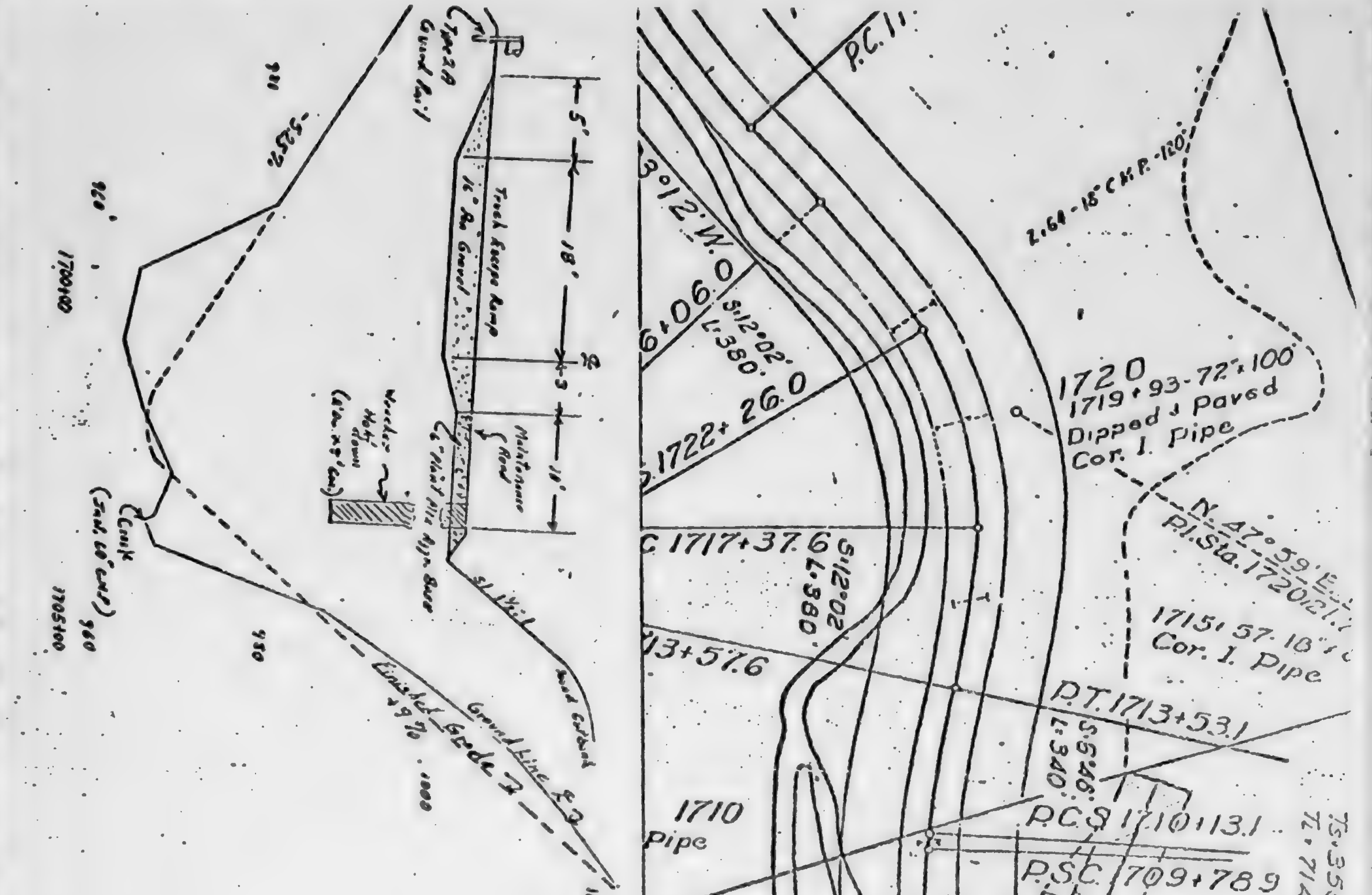
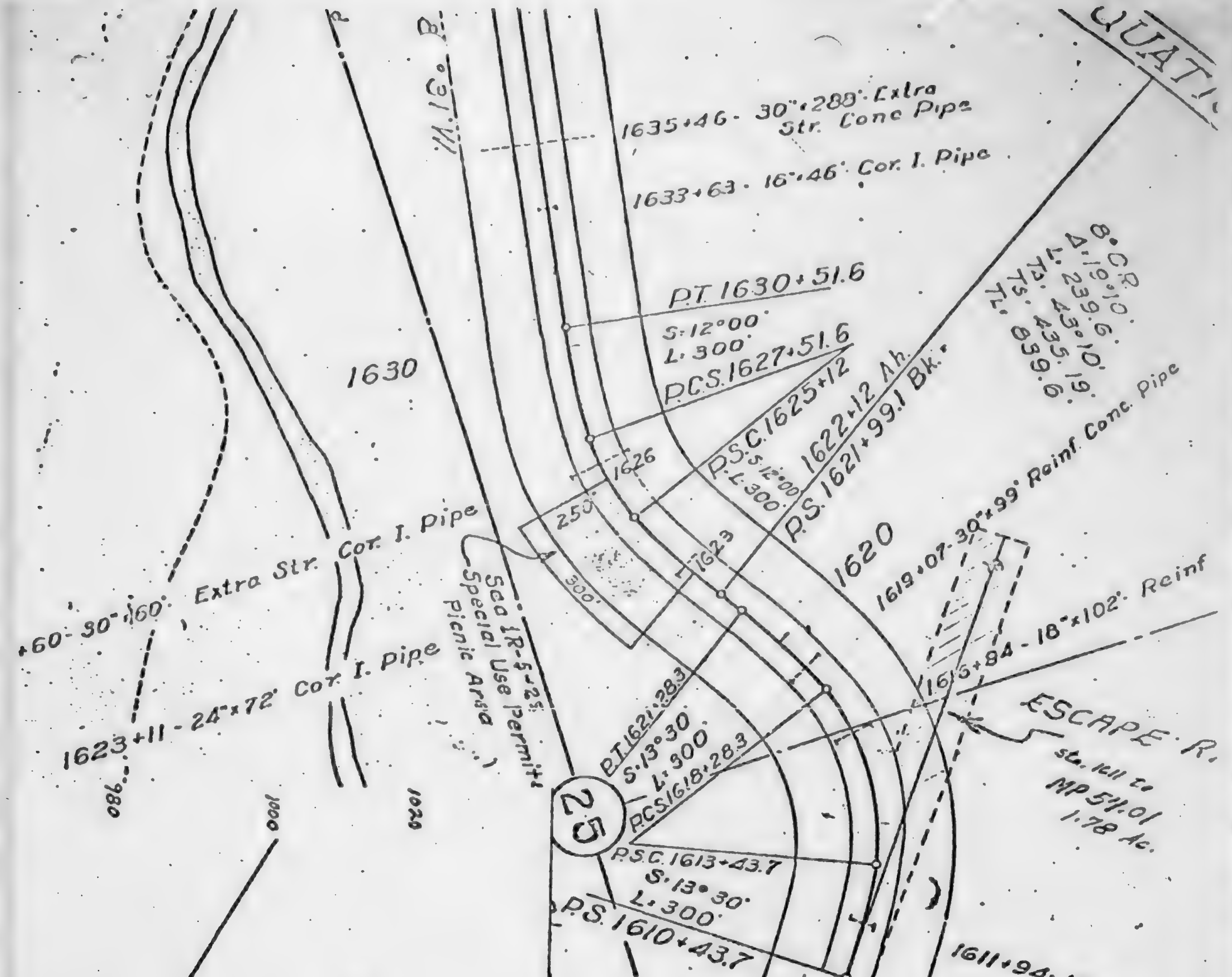
SKETCH MAP

HEATHER STATION -

WILLAMETTE PASS



Type 2A Guard Rail
5'
18'
3
℄
11'
Truck Escape Ramp
16" Pea Gravel
Maintenance Road
6" Plant Mix Agg. Base
Wrecker Hold Down (6'dia. x 8' conc.)
Creek (Inst. 60" cmp)
Ground Line E.G.
Finished Grade 7
+9%
-5.25%
Sand Cutback
5:1 Fill
980
960
950
1000
1020
1700+00
1705+00
1710+00
P.C. 11
3°12' W.
6+06.0
S:12°02'
L:380'
S.1722+ 26.0
1720
1719+93-72"x100
Dipped & Paved
Cor. I. Pipe
N. 47°59' E.
PI. Sta. 1720+21.7
2.64-18" C.M.P.-120'
C.1717+37.6
S:12°02'
L:380'
13+57.6
1715+57-18"x
Cor. I. Pipe
P.T. 1713+53.1
S:6°46'
L:340'
1710
Pipe
P.C.S. 1710+13.1
P.S.C. 1709+78.9
S:5°28'
L:340'
Ts-358.52
TL-714.2'
P.S. 1706+38.9
22 23
27 26
P.T. 1705+59.9
1703+69-60"x64' Dip.
I. Pipe-Rubble Masonry
S:7°00'
L:400'
P.C.S. 1701+59.9
3°30' C.L.
Δ:11°06'
L:317.14
Ta:25°06'
Ts:565.25
TL:1117.14'
Escape Ramp #1
(Sta. 1698 to 1710)
MP 52.32
2.15 Ac
1700
P.S.C. 1698+42.8
S:7°00'
L:400'
P.S. 1694+42.8
N. 51°40' W.
1692+80.2 Ah
P.T. 1692+60.9 Bk
1692+00-18"x48' C
1690
30"x96" Conc. Pipes



QUATI
1635+46 - 30"×288' Extra Str. Conc Pipe
1633+63 - 16"×46' Cor. I. Pipe
P.T. 1630+51.6
S: 12°00'
L: 300'
P.C.S. 1627+51.6
P.S.C. 1625+12
S: 12°00'
L: 300'
1622+12 Ah.
P.S. 1621+99.1 Bk.
θ C.R.
Δ: 19°10'
L: 239.6'
Ts: 43°10'
Ts: 435.19'
TL: 839.6'
1630
1626
1623
1620
250'
300'
1619+07 - 30"×99' Reinf. Conc. Pipe
1615+84 - 18"×102' Reinf
+60 - 30"×160' Extra Str. Cor. I. Pipe
1623+11 - 24"×72' Cor. I. Pipe
See IR-5-25
Special Use Permit
Picnic Area
P.T. 1621+28.3
S: 13°30'
L: 300'
P.C.S. 1618+28.3
25
P.S.C. 1613+43.7
S: 13°30'
L: 300'
P.S. 1610+43.7
ESCAPE R.
Sta. 1611 to
MP 51.01
1.78 Ac.
1611+94 - 18"×60' Cor.
1610
N.53° 04' W.
Escape Ramp
36"×80' Cor. I. Pipe
60"×88' Cor. I. Pipe
1600
980
1000
1020
W.16° B
Type 2A
Guard Rail
5'
18'
Truck Escape Ramp
16" Pea Gravel
3'
10'
Maintenance Road
Wacker Hold down
Ground line
Finished Gr.

Form FHWA 121 (Rev. 5-73)

8347

95

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 10, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon ROS-195(-)
Heather Station-Willamette Jct.
Willamette Highway
Lane County
Project Assessment

FROM: G. L. Green, Division Administrator

TO: Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's August 5 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Dave Fenton, Reg Environmentalist

RECEIVED
STATE HWY ENGR

SEP 11 '75

REFER TO
Orig Rulien

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

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Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300

DATE: August 29, 1975

In reply refer to: 1041DB.4

SUBJECT: Oregon Project ROS-000S(11)
Heather Station-The Dalles/California Highway Section
Willamette Highway
Borrow Source

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator and State Highway Engineer

We have reviewed your proposal (see your August 26 letter) to designate the south side of the through cut located just west of the highway tunnel as a mandatory borrow source. We agree this location would be a good source of borrow material for the project and approve the source as a mandatory borrow source. However, in addition to this source, in order to reduce haul, we feel another more easterly source should be provided to obtain embankment material for the easterly portion of the project.

NOTED
E. S. HUNTER

for G. K. Hossner
G. L. Green

1 Versteeg ✓
A. Olson
Copy Terpin
Scott
Copy Swenson
R. Olson
Copy Trout

RECEIVED
SEP - 3 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To_____
Bring Up___/___/___
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STATE HWY ENGR
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FOR

Info	Inves	R/D	D/R	Sign	Act	File
				X		

August 28, 1975

Mr. Earl Kimball
Oakridge Ranger Station
46375 Highway 58
Westfir, Oregon 97492

Dear Mr. Kimball:

Enclosed are some prints of a sketch indicating how a mound constructed at the end of the guardrail on the truck escape ramps on the Heather Sta.-The Dalles/Calif. Highway Junction Section might appear to a motorist. It also shows how rounding the beginning of a cut bank to match a natural land form would look.

I am sorry for the delay in furnishing this sketch but our Engineering Graphic Section was overloaded with work.

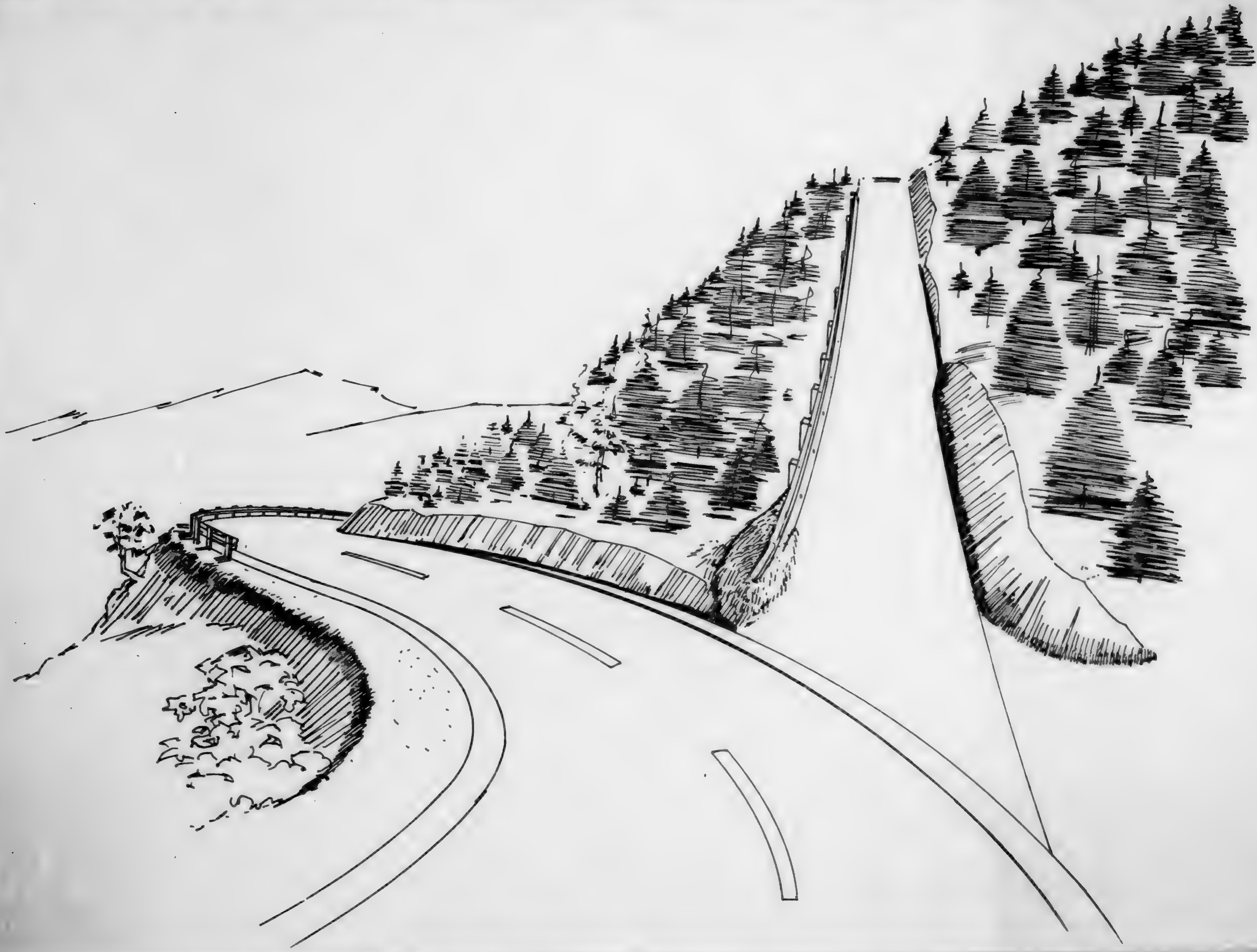
I trust these will be helpful to you in preparing your report on the environmental impact of the subject project.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
Frank E. Terpin

Frank E. Terpin
Final Design Engineer

FET:jh
cc: Carl Williams
C. G. Swenson
Fred Eriksen



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FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1975

SUBJECT: Heather Station
The Dalles-California Hwy. Jct.
Willamette Highway
Lane & Klamath County
Seeding & Mulching

To: Carl Williams
REGIONAL ENGINEER

Bend

We contacted Mr. Patterson of the Forest Service regarding planting on this section. They are interested in planting some native material in the disturbed areas.

There is an anticipated item in the estimate for $2500 to take care of this work. If you will let us know when the project is ready for planting we will contact the Forest Service and determine what to plant beside the usual seeding and mulching. The work can be done as contract work, extra work, State force, or arrangement with the Forest Service.

Roy E. Olson
LANDSCAPE ENGINEER

REO:bw

cc: Hal Versteeg

I'm holding up the original if you don't any more added or changes.

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 27 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up __/__/__
Other

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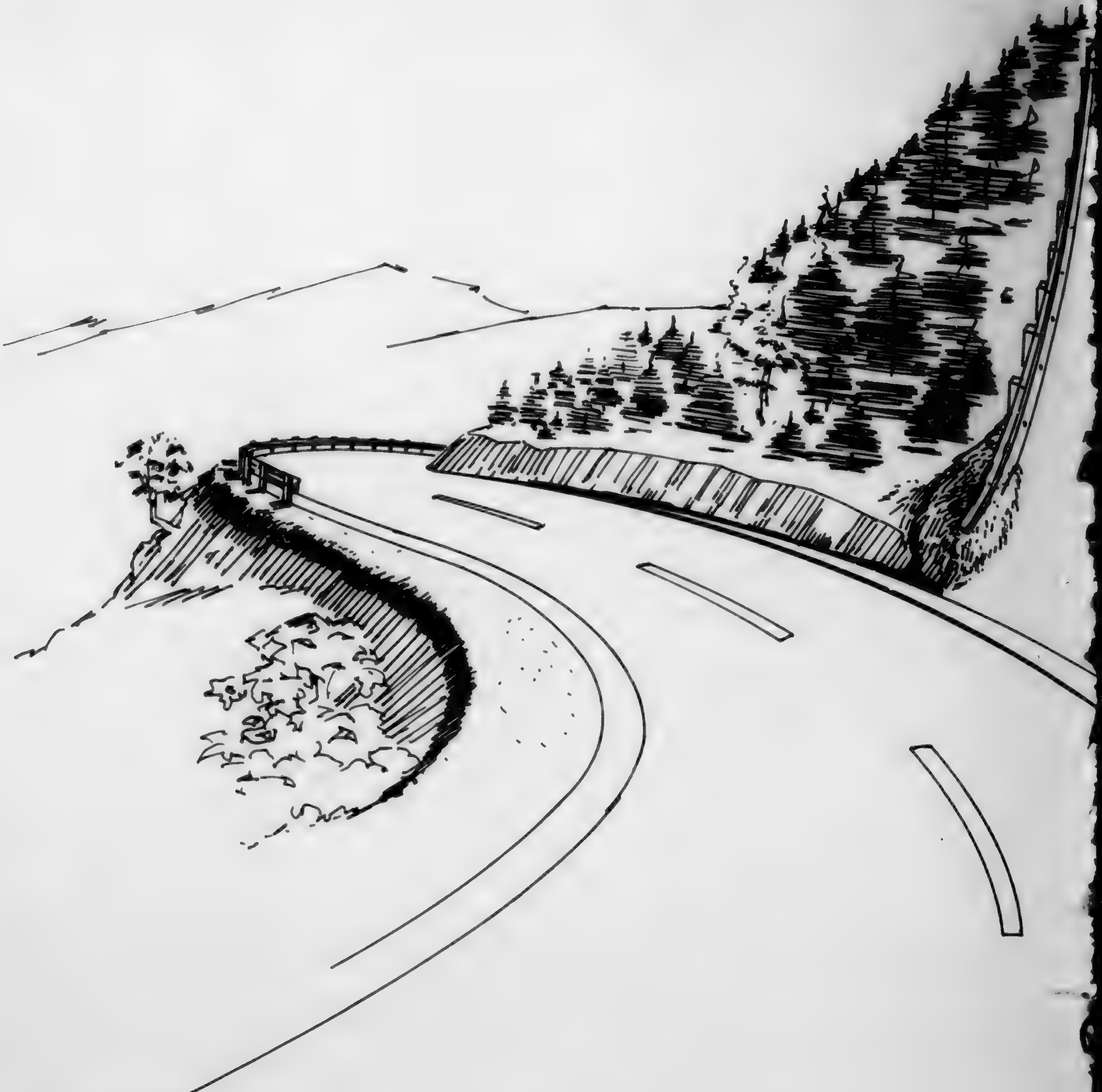
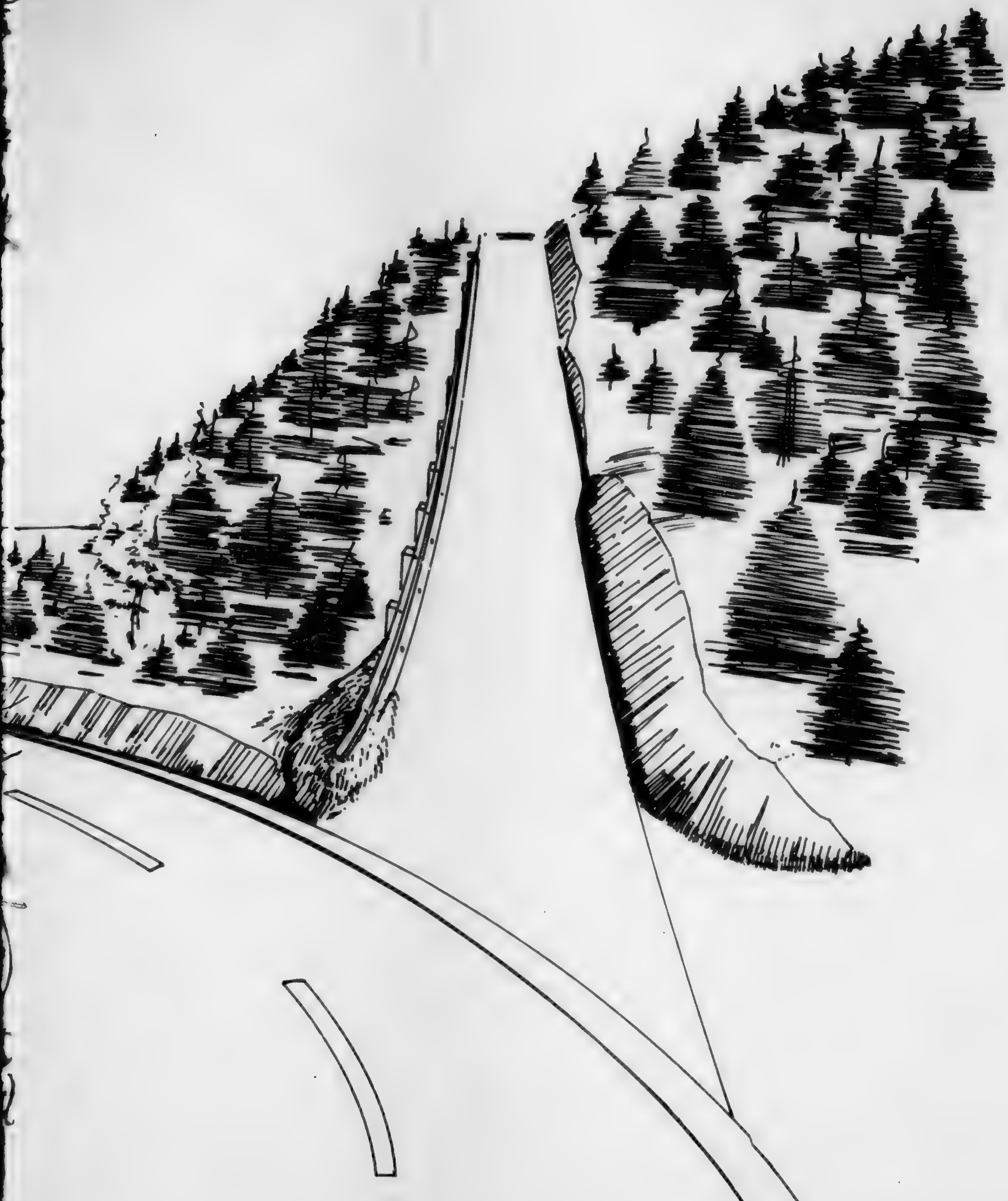


8-75



TRUCK ESCAPE

HEATHER STA. - THE DAL

WILLAMETTE

LANE & KLAMATH

8-75

TRUCK ESCAPE RAMP
ATHER STA. - THE DALLES/CAL. HWY JCT SEC.
WILLAMETTE HWY
LANE & KLAMATH COUNTIES

[illegible]

15

~~PRO-6-2~~

August 27, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. ROS-000S(11)

We are submitting program data for one project, Item No. 17, Project No. ROS-000S(11), "Heather Station-The Dalles/California Highway Junction Section", which we desire to have included in the Elimination of Roadside Obstacles Program under Section 210 of Title II as established by the Federal Aid Act of 1973.

It is our present intention to receive bids for this project on September 25, 1975.

Attached is one copy of a narrative with sketch map, pictures and accident data compiled by our Traffic Section for this project.

JG:ljt

Att.

Budget Bureau No. 41-R2067; Ap

U.S. DE

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

August 27, 1975

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	SR 58, 1.3 mi. NW of Jct. US 97, NW 34.1 mi.		1,750	3,100	95	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
3	Guardrail & Frontage Roads								ROS-	000S

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	CODE
	(Section 210) Elimination of Roadside Obstacles	Klamath and Lane	035 | 039

NAME OF URBAN AREA	ROUTE NO.	FEDERAL-AID	STATE	U.S.
- - -	P	29	18	---

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**		SR 58, 1.3 mi NW of Jct US 97, NW 34.1 mi.					
5					**ROW**							
5					**CONST** (CODE) Y050 Y101		"Heather Sta.-The Dalles/ California Hwy. Jct. Section"	0.0	534,000	480,600	53,400	
							PROJECT TOTALS	0.0	534,000	480,600	53,400	

CARD	CODE	PREPARED BY
1	1	

PROGRAM APPROVAL DATES

REMARKS IM 50-1-70, PPM 50-9, FH
FHPM 7-7-5, requirements complied with under preliminary engineering project ROS-
Item No. 5, which was approved by the FHWA on December 5, 1974.
NOTE: This project is in Congressional District No. 2 & 4.

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

August 27, 1975

(45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
, NW of Jct. US 97, NW 34.1 mi.	ADT	1,750	3,100	95	10	Oregon	41	144	17

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
							ROS-	000S	(11)	

210) Elimination of Roadside Obstacles

-

COUNTY NAME	CODE	PROGRAM STAGE
Klamath and Lane	035 039	☐ 1 OR ☒ XX 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	29	18	---

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
SR 58, 1.3 mi NW of Jct US 97, NW 34.1 mi.						Update & install guardrail as required and construct two 36' frontage roads (Truck Escape Ramps)
"Heather Sta.-The Dalles/ California Hwy. Jct. Section"	0.0	534,000	480,600	53,400		ROW - 200' normal; Access control-none; Parking Restrictions-none.
PROJECT TOTALS	0.0	534,000	480,600	53,400		

REMARKS IM 50-1-70, PPM 50-9, FHPM 7-7-2 and FHPM 7-7-5, requirements complied with under preliminary engineering project ROS-000S(3), Item No. 5, which was approved by the FHWA on December 5, 1974.

NOTE: This project is in Congressional District No. 2 & 4.

(over)

HEATHER STA.-THE DALLES/CALIFORNIA HWY. JCT. SECTION

PROJECT NO. ROS-000S(11)

REMARKS: Cont'd.

Project Data: The work consists of updating and installing guardrail as required and construction of two sections of 36-foot frontage roads (Truck Escape Ramps).

Relocation Assistance Payments: None required.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at P.S. & E. stage and the number stipulated in the P.S. & E. documents.

Data for PR-37:

Code	Type	Estimated Cost
Y050	Frontage Road (Truck Escape Ramps) - - - - - - - - - - -	$ 137,000
Y101	Guardrail -	$ 397,000

County	Estimated Cost
Klamath	$ 434,000
Lane	$ 100,000

5387 13

1859

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
~~XXXXXXXXXX~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 26, 1975

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Glenn K. Hossner

re: Heather Station-The Dalles/Calif. Hwy. Sec.
Willamette Highway
Lane and Klamath County

Dear Mr. Green:

It is proposed to designate the borrow source for embankment material required for guard rail flares as mandatory.

The cut designated for the borrow area is just westerly of the tunnel. The widened section proposed will provide a parking area for maintenance equipment during work in the tunnel and in servicing the generators which provide power for the tunnel lighting.

The cut is composed of granular material that we anticipate can be removed readily, although some ripping may be required. This cut and excess excavation from the escape ramp areas will provide the required embankment quantities for the project.

The use of this area for borrow will provide a maintenance benefit and have a minimum adverse environmental effect.

We believe the best interests of the public will be served in making the use of this borrow area mandatory and solicit your approval.

RECEIVED
STATE HWY ENGR
AUG 27 '75
REFER TO
FOR

Info	Inves	R/D	D.K.	Sign	Act	File

Very truly yours,
J. H. Versteeg
Road Design Engineer

By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FE:we
cc: E. S. Hunter
L. W. Rulien
C. T. Keasey
G. A. Potter
C. M. Williams
C. G. Swenson
Fred Eriksen

5367
All Clear 8-25-75
DRN

18

ENVIRONMENTAL REVIEW

Section Heather Sta.-Willamette Jct.
Highway Willamette Hwy
County Lane & Klamath
Type of Work Guardrail & Escape Ramps
Date

ENVIRONMENTAL IMPACT STATEMENT: N/A, Statewide Project Assessment, no apparent conflicts

NEGATIVE DECLARATION: N/A

FISH COMMISSION: Thru DSL

WILDLIFE COMMISSION: Thru DSL

DIVISION OF STATE LANDS: Yes - 1-60 inch pipe in a stream - applic to DSL 8-11-75 - No work in water Oct 15 or Nov 1 to July 1 - This will be in the Special Provisions

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: N/A

OTHER:

8

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
August 21, 1975

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Preliminary Plan Review
Heather Station-The Dalles-
California Hwy. Jct. Section
Willamette Highway

We have reviewed the preliminary plans for the Heather Station-The Dalles-California Highway Junction Section of the Willamette Highway and would like to offer the following comments.

With the interest of traffic safety in mind, we feel it would be advisable to install guardrail around the bases of the two railroad under crossing structures of the Southern Pacific Railroad Company (Station 206+00 and Station 1789+10.5).

With regard to the two truck escape ramps, we feel it would be helpful to install red reflective delineators on both sides of these two truck ramps. This will help to differentiate between the highway and the truck ramps during the nighttime hours. This type of delineation has been installed on the two Emigrant Hill truck escape ramps and appears to be working quite well.

L E George

L. E. George
Traffic Engineer

DW:rj

1 Versteeg ✓
2 A. Olson aao.
3 Terpin T
Scott
4 Swenson ARB
R. Olson
Trout

RECEIVED
AUG 22 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
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REFERRED TO

Beard Reed
Cole Sample
[✓ Eriksen] Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

8317

18

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Bend, Oregon, 97701
August 19, 1975

FROM: G. W. Martin
Resident Engineer

TO: Frank Terpin
Final Design Engineer

SUBJECT: Heather Station-Willamette Jct.
Willamette Highway
Klamath and Lane Counties

With reference to our telephone conversation this morning, enclosed are three sketches, two of railroad crossings and one of a borrow area. This borrow area will improve the sight distance.

I would like to call your attention to the plans on Page 3A. The plans call for use of Type 1A and Type 1 guardrail on bridge construction. This should be Type 2A and Type 2.

Earl Kimball of the Forest Service wants the State to have the contractor blot out the road on both sides of our Ramp No. 1 and seed with some type of grass. The road can be used, but from the other end.

Mr. Williams has talked with you concerning the salvaging of guardrail. I believe all we can salvage will be the concrete posts. Mr. Gunter would like to use these for mail box posts.

GWM:pw

REFERRED TO
Beard
Reed
Cole
Sample
[✓ Eriksen] EE
Watson
Hager
Wolfe
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

Sketches retained - will be kept
with location data
F. Eriksen

1 Verstong ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 20 1975
ROAD
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SECTION

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Requires Approval ☐
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Bring Up / /
Other

8-67 1

1859

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
XXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 19, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

NOTED
E. S. HUNTER

Attention: Glenn K. Hossner

Dear Mr. Hossner:

Re: Heather Station-Willamette Junction Sec.
Willamette Highway
Lane and Klamath County

It is proposed to replace approximately 20,365 feet of existing guard rail on the project with new guard rail. This guard rail has been in service many years and approximately 9,200 feet is of obsolete design. We would specify that all the old guard rail, hardware and wood posts become the property of the contractor.

There are an estimated 350 round concrete posts on the project, which we believe it would be in the public interest to salvage and make available for use by the State.

We propose to handle this in the following manner:

We will specify the concrete posts be stockpiled in the State stockpile site at Milepost 72.0 at the direction of the engineer.

The salvage value of the posts is considered to be $1.00 each. The additional cost to the contractor for handling and stockpiling the posts in the stockpile site is $1.20 per post. We will initially credit the project for 350 posts at $2.20 = $770.00.

The credit to the project will be adjusted when the actual number of posts salvaged and stockpiled at the stockpile site is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin

Frank E. Terpin
Final Design Engineer

FE:we
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
Carl M. Williams
C. G. Swenson
Fred Eriksen

RECEIVED
STATE HWY ENGR
AUG 20 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

1 Versteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
AUG 15 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____/____
Other ____

ROBERT W. STRAUB
xxxxxxxxxx

August 15, 1975

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Glenn K. Hossner

Dear Mr. Hossner:

Re: Heather Station-Willamette Jct.
Willamette Highway
Lane and Klamath Counties

It is proposed to salvage approximately 20,365 feet of existing guardrail and accompanying hardware from the project. This guardrail has been in service many years and approximately 9,200 feet is of obsolete design. We believe it is in the public interest to salvage this material and make it available for use by the state.

We propose to handle this in the following manner:

We will specify that the rail members, hardware and reusable posts be stockpiled at the state stockpile site at Milepost 72.0, at the direction of the engineer. The rail members will be sorted with each type piled separately and the good sections kept apart from the damaged. The accompanying rail hardware will be stockpiled as directed. The posts (wood and concrete) that are determined to be reusable will be placed in the stockpile site as directed.

The project will be credited in the amount of money equal to $0.052 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.016 per pound.
2. Extra cost to the contractor for separating, hauling and stockpiling in the stockpile site = $0.036 per pound.

Initially the project will be credited for 85,000 pounds at $0.052 = $4,420.00.

The salvage value of the posts is considered to be $1.00 each. We estimate that approximately 40% of the total number of posts will be reusable. The cost to the contractor for handling, sorting and hauling to the stockpile site is $0.05 per post.

We will initially credit the project for 650 posts at $1.05 = $682.50.

The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the stockpile site is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:jh
cc: E. S. Hunter
    L. W. Rulien
    D. H. Moehring
    Carl Williams
    C. G. Swenson
    Fred Eriksen

DES 9-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

July 11, 1975

FROM: John C. Jenkins
Engineer of Materials

John C Jenkins

SUBJECT: Truck Escape Ramp, Heather Station-Willamette Highway

TO: Don Stoudenmeyer
Preliminary Design Supervisor

Your request for information on suitable aggregate for an escape ramp has been discussed with Glenn Eaton in Traffic; Gordon Beecroft in Research; and others. It is our opinion that to be of greatest value on an escape ramp, the aggregate should have the following characteristics:

1. It should be essentially round - not more than 20% fractured faces.

2. It should have a limited range of size so as to minimize compaction. For example:

100%	Pass	1"	100%	Pass	1/2"	100%	Pass	1/4"
85-100%	"	3/4"	85-100%	"	3/8"	85-100%	"	# 4
0- 15%	"	3/8"	0- 15%	"	#10	0- 15%	"	#20

3. It should be clean - minimum sand equivalent 75.

4. It should resist degradation - pass the Oregon Degradation Test with 3" clay height and 30% passing the #20 sieve.

5. It should be durable - Los Angeles Abrasion loss 30% maximum.

6. It should be sound - Sodium Sulfate loss less than 12%.

In general, we would prefer a gradation larger than the sand gradation. Gravels would tend to hold less moisture and would lessen the chance of solidification in a freezing environment.

We have no information as to the ability of the 7/8 to 1/4 rock available at Oakridge to meet the criteria outlined.

Copies to - Casey Swanson
George
Nolte
Mosting
Coltman
Nadlf
Fredrickson
Hinkley
Williams
Leinart

JCJ:gs

J. Olson RECEIVED

8368 Old Hwy. 101-Rose Lodge Sec. 1976
of FAS 146 (North Bank Rd.)
(Paving)

C + A 5652 5-20-76

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Lincoln County
Board of Commissioners
Courthouse
Newport, OR 97365

Attention of Mr. Joe Steere
Director of Public Works

Request No. (assigned by staff engineer or head of section) OC 1742

Date September 6, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing - Old Highway 101-Rose Lodge Section
North Bank Road FAS A537
(formerly FAS 146)

Covered by agreement dated 5/14/76

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Amount retained in the advance deposit	$6,000.00	
		Refund due County		$6,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 28,100.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 22,100.00

Give the number of the last previous request in connection with this same service. CC 1651

Credit distribution:
521-1093-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
G. W. Wimer
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Form A-66—5M—[illegible]

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTME
by

Lincoln County
Board of Commissioners
Courthouse
Newport, OR 97365
Attn: Mr. Joe Steere
Dir. of Public Works

This Space for Use of Accounting Division

Date September 6, 1977

Invoice No.

P. O. No.

Additional refund due Lincoln County for the construction of the Old Highway 101-Rose Lodge Section North Bank Road FAS A537 (formerly FAS 146)	$5,301.02

Covered by agreement dated 5/14/76

Ref. cc 1651 and cc 1742

Gerald Wimer
Gerald Wimer

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:**

County Lincoln **Contract No.** 8368 **Date Completed** Sept. 3, 1976

FAS A 537 (formerly) 146 **Section** Old Highway 101-Rose Lodge

~~PAYMENTS TO CONTRACTOR~~

ITEM	TOTAL COST
Payments to Contractor	$209,716.90
Engineering	23,510.92
Total Federal Participation	$233,227.82
Engineering (non participating)	$ 465.86
Added road mix	4,647.50
Interest to Contractor	6.87
Total Non Participating	$ 5,120.23
Total Cost of Project	$238,348.05
Less Added Road Mix Purchased by State	4,647.50
Total County Responsibility	$233,700.55
Total Federal Funds Collected	$200,109.47

Per agreement, county share of construction costs are as follows:

½($233,227.82 + $465.86 - $200,109.47) + $6.87 =	$ 16,798.98
County advance deposit	$ 28,100.00
County share of construction costs	16,798.98
Refund due County	$ 11,301.02

Reference: Billing Form cc 1742

STATE COPY

8368(21)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-605(2)	2. COUNTY Lincoln	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project involved overlay of 4.06 miles of pavement. The work was performed on FAS 146 (North Bank Road) near Otis.

COPY SENT
APR 2 1 1977
Washington

5. CONTRACTOR'S NAME Oceanlake Paving Co.

6. CONTRACT AMOUNT $ 224,680.43

RECEIVED
STATE HWY ENGR
APR 22 '77
REFER TO Kessey
FOR

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* cy

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED *(Width* 30 *feet)*			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*
6201	4.08	30		

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY
P. V. Riedl

11. DATE OF INSPECTION
10-12-76

12. IN COMPANY WITH
Phil Stearns, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE Original signed by P. V. RIEDL
Paul V. Riedl

14. TITLE **Area Engineer**

15. DATE **4-21-77**

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE Original signed by G. K. Hossner Dist. Engineer
G. K. Hossner

17. TITLE **District Engineer**

18. DATE **4-21-77**

FORM PR-33C
(Rev. 7-72)
Previous editions of this form are obsolete

8368

February 15, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

A post-final payment for $4,647.50 will be made to Oceanlake Paving Company on Contract No. 8368 for paving on the Old Highway 101-Rose Lodge Section of FAS 146 in Lincoln County as soon as the warrant is prepared.

The total amount paid on this contract will be $214,364.40 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Oceanlake Paving Co.
2300 S.E. Highway 101
Lincoln City, OR 97367

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

8368

January 11, 1977

United Pacific InsuranceCompany
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On December 27, 1976, we wrote to you concerning release of final payment on Contract No. 8368 awarded to Oceanlake Paving Company for paving on the Old Highway 101-Rose Lodge Section of FAS 146 in Lincoln County.

Final payment on this contract is $239.50 and the total contract amount is $209,716.90. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Oceanlake Paving Co.
2300 S.E. Hwy. 101
Lincoln City, OR 97367

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

OREGON STATE HIGHWAY DEPARTMENT

Form A-181—(7-66)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Lincoln County
Board of Commissioners
Courthouse
Newport, OR 97365

Attention of Mr. Joseph Steere
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1651

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction — Advance Deposit $28,100.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the Old Highway 101-Rose Lodge Section, FAS A537 (formerly FAS 146) Covered by agreement dated 9/24/75		22,100.00
		To be retained		$ 6,000.00

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: 521-1093-297
If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 28,100.00	Submitted by: Harold Reynoldson Harold Reynoldson
Is this a partial or final request for billing? Partial	Approved: Division Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	Approved: G. N. Hopkins Department Head or Staff Engineer
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment an additional [illegible] submitted for the use of [illegible]

8368

15

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Old Highway 101 - Rose Lodge

WEEK ENDING: September 4, 1976

SECTION PREFIX: 521-1093

HIGHWAY: FAS 146 (North Bank Rd.)

COUNTY: Lincoln

NAME OF JOB: North Bank Road

KIND OF WORK: Paving

CONTRACTOR: Oceanlake Paving Co.

CONTRACT NUMBER: 8368

FEDERAL AID PROJECT NUMBER: RS 0605002

ESTIMATED COMPLETION DATE: -

DATE OF CONTRACT: June 25, 1976

DATE WORK STARTED: June 17, 1976

WORK DAYS USED:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 14 SUPERVISION 1

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS 75

CALENDAR DAYS USED 58

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED 77%

PROJECT AUTHORIZATION: $255,012.29

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

EXCLUSIVE OF ENGINEERING: $234,791.05

ENGINEERING AUTHORIZATION $20,221.24

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $234,791.05

ENGINEERING COST TO DATE $14,837.78

DATE PROJECT WAS COMPLETED: September 3, 1976

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 73%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
-	-	-	-	100%	100%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					4.08
MILES PARTIALLY COMPLETED					4.08
MILES COMPLETED					4.08
TOTAL ESTIMATED QUANTITIES (CONTRACT)					9100 Tons
TOTAL QUANTITIES CORRECTED TO DATE					8682 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					8682 Tons
AVERAGE DAILY QUANTITIES					131 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					-
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					8

EQUIPMENT USED DURING THE WEEK:
2 Rollers 1 Blade
1 Paver
3 Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	29	Sunny, Fair	53		
MONDAY	30	Sunny, Fair	54		
TUESDAY	31	Sunny, Fair	55		
WEDNESDAY	1	Sunny, Fair	56		
THURSDAY	2	Sunny, Fair	57		
FRIDAY	3	Sunny, Fair	58		
SATURDAY					

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
SEP 9 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work today.
MONDAY	Contractor paved 18 Road Approaches with Class 'C' mix. (103 Tons)
TUESDAY	Contractor paved 32 Road Approaches with Class 'C' mix. (136 Tons)
WEDNESDAY	Contractor paved 33 Road Approaches with Class 'C' mix. (144 Tons)
THURSDAY	Contractor paved 22 Road Approaches with Class 'C' mix. (146 Tons)
FRIDAY	Contractor paved 17 Road Approaches with Class 'C' mix. (128 Tons)
SATURDAY	No work today.

REMARKS

Contractor completed his work on Friday, 9/3/76.
Second Notification has been sent in for project.

SIGNED C.V. Lehman LOCATION 2111 Front St. N.E.
Salem, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

[illegible]

September 1, 1976

V. E. Skoog
Controller - Finance

L. W. Rulien
Program Management Engineer

Final Voucher Submission

On the following list of preliminary engineering projects, contracts have been awarded for the construction of the projects, therefore, would you please take the necessary action for submission of final vouchers on these projects.

F-121(3)	Tongue Point-Fern Hill Section
RF-DP-29(20)	Slater Cr.-Mystic Cr. Section
RF-182(6)	Forest Boundary-Little Beech Cr. Section
RF-14(17)	Sage Hen Hill-Hines Section
US-265(11)	Airport Rd.-Lancaster Drive Section
M-944(1)	N. Oswego Ave.-N. Burr Ave. Section
SU-592(2)	S. Tigard Intchge.-Boones Ferry Rd. Section
S-596(1)	S. Coos River (Landrith) Bridge Section
~~RS-605(1)~~	~~Old Hwy. 101-Rose Lodge Section~~
S-390(3)	N. Santiam River (Greens) Bridge Section
RS-561(2)	Decker Road-Jackknife Cr. Section
RS-32-106(1)	Lostine River (Wolfe) Bridge

CL:md

8318

STATE COPY

15

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 7-39	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 7-19-76	State Oregon County Lincoln Project No. RS-605(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.36 mi. N. of Otis, E. 4.08 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-6-76	4.08
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 255,012	$ 199,393

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By ES Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

for: G. L. Green

Date executed by Division Administrator JUL 19 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, July 9, 1976

Federal Aid Project
No. RS-605(2)

OLD HIGHWAY 101 - ROSE LODGE SECTION
FAS 146 (NORTH BANK ROAD)
LINCOLN COUNTY

Project agreement estimate.

Type Code 6201
Roadway (Sta. 0+00 to Sta. 4+08)

Temporary Protection and Direction of Traffic	All Required		$ 2,400.00
Temporary Signs	325 sq.ft.	8.50	2,762.50
Flagmen	340 hour	13.66	4,644.40
Pilot Car	160 hour	20.78	3,324.80
Preparation of Shoulders	4.06 mile	1,517.86	6,162.51
Class "C" Modified Asphalt Concrete Mixture	6,200 ton	13.35	82,770.00
Class "C" Asphalt Concrete in Leveling and Base Course	2,900 ton	16.08	46,632.00
Asphalt Cement in Mixture	615 ton	81.19	49,931.85
Portland Cement Additive in Class "C" Modified Mixture	65 ton	85.61	5,564.65
Asphalt in Tack Coat	12 ton	457.31	5,487.72
Extra for Asphalt Approaches	120 only	125.00	15,000.00
	Subtotal		$224,680.43
	Engineering		30,331.57
	Total		$255,012.00

Length of Project - - - - - - - 4.08 Miles
Cost of Roadway Per Mile - - - $62,502.94

Federal Funds	$199,393.00
State Funds	27,809.00
County Funds	27,810.00
Total	$255,012.00

Group 1 - 100%
Contract No. 8368
Prefix No. 521-1093

FAS 146
Lincoln Co.

June 1, 1976

Mr. Joe Steere
Lincoln County Engineer
225 W. Olive Street
Newport, Oregon 97365

Dear Mr. Steere:

On May 27, 1976 a satisfactory bid was received from Ocean Lake Paving Company, 2300 S. E. Highway 101, Lincoln City 97367, for the Old Highway 101-Rose Lodge Section, North Bank Road, FAS 146.

The anticipated construction cost based on their bid is as follows:

Contractor's Bid	$224,680.43
Contingencies (4-1/2%)	10,110.62
Engineering (9%)	20,221.24
Estimated Total Cost	$255,012.29

County's Estimated Share:

11% of $255,012.29 = $28,051.35

ADVANCE DEPOSIT = $28,100.00

6.3.76
Called Joe and informed him that we must award contract no later than meeting 25
-WR

☐ ENGR. ☐ ASST. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Please make your check in the amount of $28,100.00 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, P. O. Box 30, Salem 97310.

Very truly yours,

Robert H. Prange
Rural Engineer
Project Management Section

HR:sch

bc w/att: Phil Stearns--Upon receipt of county's check, notify Carl Nelson at 378-6563, attach copy of notification of advance deposit No. AD-202 and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Form 81-734-1382

AD-202

Oregon State Highway Division

NOTIFICATION OF ADVANCE DEPOSIT

CARD 1

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference ______
Invoice No. ______
Date Recd. ______

Depositor Lincoln County

Amount $28,100.00

Section Responsible for Monitoring Project Region II

Estimated Completion Date 1/1/77

- - - - - - - - - - - - - - - - - - - -

Purpose Advance deposit for construction of Old Hwy. 101-Rose Lodge Sec., N. Bank Rd., FAS 146

Other Information (File #, FA Project, etc.) RS-605(1)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other ______

CARD 2

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 521-1093-297 PE Prefix ______

(4) ☐ SCA
(5) ☐ Urban
(6) ☒ FAS-C
(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks County pays 11%, State pays 11% and FHWA pays 78%. Any item not participated in by FHWA in 100% county, except the overrun in construction engineering; county and state share 50-50.

Prepared by Robert H. Prange Date 6/1/76

- - - - - - - - - - - - - - - - - - - -

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD-202

To: County-City Unit
203 State Highway Building

ACCOUNTING ONLY
Reference ______
Invoice No. ______
Date Recd. ______
Deposit Amt. ______

Depositor Lincoln County

Remarks $28,100 advance deposit for construction of Old Highway 101-Rose Lodge Sec., FAS 146, RS-605(1), Prefix 521-1093-297.

Received by ______

Form 81-734-1382

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

PROJECT NO.: #10 - LINCOLN COUNTY

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: MAY 27, 1976

PAGE 1

OLD HWY. 101-ROSE LODGE SECTION
FAS 146 (NORTH BANK ROAD)

[illegible]

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Traffic Temporary Protection and Direction of	1			
325	S.F.	Temporary Signs	2			
340	Hrs.	Flagmen	3			
160	Hrs.	Pilot Car	4	[illegible]	[illegible]	
4.06	Miles	Preparation of Shoulders	5			
6,200	Tons	Class "C" Mod. Asphalt Concrete Mixture	6		[illegible]	
2,900	Tons	Leveling and Base Course Class "C" Asphalt Concrete Mixture in	7	[illegible]	[illegible]	
615	Tons	Asphalt Cement in Mixture	8	[illegible]	75	
65	Tons	Mod. Mixture Portland Cement Additive in Class "C"	9	[illegible]	75	
12	Tons	Asphalt in Tack Coat	10		[illegible]	
120	Only	Extra for Asphalt Approaches	11	125	[illegible]	
					[illegible]	
				[illegible]		

224,680.
171,
20,271.
255,012.29
4½%
9%
+17. [illegible]
35,051.35
34,150.00
Low
Eng.

S-1370 4/73

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner

PRINTED IN U.S.A.

OLD HIGHWAY 101 - ROSE LODGE SECTION

FAS 146 (NORTH BANK ROAD)

LINCOLN COUNTY

FAP No. RS-605(2)
4.08 miles Paving

Bids Received May 27, 1976

1.	Temporary Protection and Direction of Traffic	All	Specified		$ 1,000.00
2.	Temporary Signs	325	sq.ft.	6.00	1,950.00
3.	Flagmen	340	hours	15.50	5,270.00
4.	Pilot Car	160	hours	20.00	3,200.00
5.	Preparation of Shoulders	4.06	miles	750.00	3,045.00
6.	Class "C" Mod. Asphalt Concrete Mixture	6,200	tons	13.45	83,390.00
7.	Class "C" Asphalt Concrete Mixture in Leveling and Base Course	2,900	tons	13.45	39,005.00
8.	Asphalt Cement in Mixture	615	tons	85.00	52,275.00
9.	Portland Cement Additive in Class "C" Mod. Mixture	65	tons	80.00	5,200.00
10.	Asphalt in Tack Coat	12	tons	130.00	1,560.00
11.	Extra for Asphalt Approaches	120	only	75.00	9,000.00
			For Comparison of Bids		$204,895.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$204,895.00
Anticipated Additional Items: None	-
	$204,895.00
Contingencies (4-1/2%)	9,220.28
Engineering (9%)	18,440.55
Estimated Net Authorization, Construction	$232,555.83

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

FAS-C

PROJECT NO.: #10 - LINCOLN COUNTY

OLD HWY. 101-ROSE LODGE SECTION
FAS 146 (NORTH BANK ROAD)

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: MAY 27, 1976

PAGE 1

1 [illegible] Paving	224,680^{43}
[illegible] Bros	275,985-

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Temporary Protection and Direction of Traffic	1	2.400	15,000	
325	S.F.	Temporary Signs	2	8^{50}	5-	
340	Hrs.	Flagmen	3	13^{66}	15-	
160	Hrs.	Pilot Car	4	20^{78}	20-	
4.06	Miles	Preparation of Shoulders	5	$1,517^{86}$	1,000	
6,200	Tons	Class "C" Mod. Asphalt Concrete Mixture	6	13^{35}	18-	
2,900	Tons	Class "C" Asphalt Concrete Mixture in Leveling and Base Course	7	16^{08}	20-	
615	Tons	Asphalt Cement in Mixture	8	81^{19}	75-	
65	Tons	Portland Cement Additive in Class "C" Mod. Mixture	9	85^{61}	75-	
12	Tons	Asphalt in Tack Coat	10	457^{31}	200	
120	Only	Extra for Asphalt Approaches	11	125-	200	

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OREGON STATE HIGHWAY DIVISION

JOB NUMBER 10

Summary of Bids Received and Construction Authorization

Project OLD HIGHWAY 101 - ROSE LODGE SECTION

Highway FAS 146 (NORTH BANK ROAD)

County LINCOLN

F.A. Project No. RS 605002

Engineer's Estimate 204,895.00

Date Bids Received 05/27/76

	NAME AND ADDRESS OF BIDDER		AMOUNT OF BID
01	OCEANLAKE PAVING CO LINCOLN CITY	97367	224,680.43
02	BABLER BROS INC PORTLAND 2		275,985.00

9.6% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 224,680.43

Additional anticipated items:

ENGINEER'S RECOMMENDATION

02	BABLER BROS INC PORTLAND 2	275,985.00

9.6% ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $	224,680.43
Additional anticipated items:	
Subtotal . . . . $	224,680.43 10,110.62
Contingencies and engineering	20,221.24
Subtotal . . . . $	255,012.29
Credit for maintenance rock	.00
Net construction authorization . . . . $	255,012.29

ENGINEER'S RECOMMENDATION

Deputy State Highway Engine

State Highway Engine

Regional Engineer, B.P.

May 20, 1976

Board of County Commissioners
Lincoln County
Courthouse
Newport, OR 97365

Attention: Alberta M. Bryant
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5652

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Old Highway 101-Highway 18 (Rose Lodge) Section of the North Bank Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

RECEIVED
COUNTY & CITY SECTION
MAY 5 - 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. RS-605(1)
Project Name Old Highway 101-Highway 18 (Rose Lodge)
North Bank Road, FAS 146

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Newport, Oregon, this 27th day of April, 1976

County of Lincoln

Albert R. Strand
County Judge/Chairman

Jack W. [illegible]
Commissioner

Andy Zedwick
Commissioner

CC. John Oaks

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

FAS 146 Linc. Co

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-21-76

FEDERAL AID PROJECT NO.
-605(2)

STATE PROJECT NO.
Old Hwy 101-Rose Lodge Sect.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-104

COUNTY NAME
Lincoln

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
APR 30 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
4/21/76

FEDERAL ROUTE NUMBER
Secondary Route 146

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
County Road 0.36 miles north of Otis east 4.08 miles

GENERAL DESCRIPTION OF WORK:
Grade, Drain, and High-type pavement

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1/26/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 4/19/76 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $198,200 Federal funds $154,900. in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved 5/13/70 this office should be notified of such proposed exceptions and reasons thereof.

DATE
4/21/76

SIGNATURE OF APPROVING OFFICIAL
G K Hosmer for

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-355

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 4/21/76
BY (Signature): L. W. Rulien's 4/19/76 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS
☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	Work
104	RS-605(2)	4.08	198,200	154,900	Old Highway 101- Rose Lodge Section Lincoln County State of Oregon	Grade, Drain, High Type Pavement

RECEIVED
COUNTY & CITY SECTION
APR 30 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ DE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4/21/76	G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 19, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 0.36 mi. N. of Otis, E. 4.08 mi. 21 65	ADT	PRESENT 475 DHV 75	FUTURE 800 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H. T. Pave 28 62	NATL. FOREST (63)	FH ROUTE NO. (65) (66)	SUPV AGCY (68)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR. (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) RS- 14 23	NUMBER 605 7

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Lincoln				CO 04 (14)
	NAME OF URBAN AREA --- 17-31	ROUTE NO. S	FEDERAL-AID 146 (32)	STATE Co. Rd. (36)	U.S. --- (37)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6201		"Old Hwy. 101-Rose Lodge Section"	4.08	198,200	154,900	21,650	21,650 (Co.)

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	4.08	198,200	154,900	21,650	21,650 (Co.)
1	14	PROGRAM APPROVAL DATES APR 21 1976			(19) (23)	(24) (33)	REMARKS Additional Data: Item No.	

FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
APR 30 1976
☐ ENGR. ☐ BOOK. ☐ UC ☐ AE ☐ BE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OLD HIGHWAY 101-ROSE LODGE SECTION

PROJECT NO. RS-605(2)

REMARKS: continued

Project Data: The work, on existing alignment, consists of grade, drain and high-type pave to widen and overlay the existing facility to provide two 11-foot traffic lanes with 4-foot gravel shoulders.

NOTE: The county will install necessary signing, guardrail and delineators.

Unusual and Complicated Circumstances: The timber pony truss over Salmon River was reconstructed in 1973 by Lincoln County to provide a 128-foot long reinforced concrete box beam bridge with a horizontal clearance of 24 feet having a 4-foot walk on the downstream side and a loading capacity of HS 20-44.

This bridge is to remain in place as it meets the design loading and clear roadway width set forth in the Secondary Road Plan under Table 8 of AASHTO's Geometric Design Standards for Highways Other Than Freeways, 1969.

FAS 152, Lincoln Co
FAS 146, "

REC'D [illegible] ENGINEER
RECEIVED
APR 23 1976
RE SCE RME RTE RQE
ULE GEO RFO ROC RFE

Office of the County Engineer
J. D. Steere

COUNTY OF LINCOLN
Newport, Oregon 97365

20 April 1976

Mr. Philip O. Stearns
Region [illegible], Federal Aid Engineer
[illegible] E. [illegible] Street
Salem, OR 97310

Re: North Bank Road -
F.A.S. Overlay Project
and Delay of Yachats -
Reedy Creek Project

Dear Phil:

File

Lincoln County will accept the responsibility for overlaying the North Bank Road #2, F.A.S. #146 with 2" of modified Class C asphaltic concrete without further base stabilization.

In reference to the contract for base asphalt on shoulders and the overlay, it is our desire that the contract call for the contractor to cut the shoulder rock down prior to laying the asphalt. This rock should be pushed out on the shoulders where it can be used for shoulder rock after completion of the contract.

The County will establish a centerline for paving, will stripe, sign and furnish and install guard rails after contract is completed as well as smooth up ~~the graveled shoulder~~.

Lincoln County requests deferral of the Yachats - Reedy Creek F.A.S. #152 overlay project until summer of 1976-77, since we will be unable to prepare the road at this time.

Respectfully,

Joseph D. Steere
COUNTY ENGINEER

JDS/aec

Prang

Copies To:
C. Krasy
F. Terpin
H. Verstecy

3967

FAS 146
5-21-1973

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 19, 1976

TO Memo to file

REGION 2 ENGINEER
RECEIVED
APR 21 1976
☑ RE ☑ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

FROM C.V. Lehman
RESIDENT ENGINEER

SUBJECT Old Highway 101 - Rose Lodge Section
FAS 146 (North Bank Road)
Lincoln County

Upon conferring with Mr. J. Steere, Lincoln County Engineer, it was determined that the County's responsibility on the above named project and those of similar design would be as follows:

The County will do the necessary clearing, excavation and placement of aggregate to widen the existing roadway. The aggregate will be placed to the level of the existing pavement. After the contractor has completed the paving, the County will finish the rock shoulders and do any necessary striping and signing. Our contractor will be required to perform the necessary notching, trimming and rolling preparatory to placement of the base lift of A.C..

REFERRED TO
Beard
Cole
✓ Eriksen
Hager
Reed
Sample
Watson
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olsen
2 Christensen Don
Scott
3 Swenson
Savage
Trout

RECEIVED
APR 27 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval
Receive
Do not
Ret
Bring
Other

CVL:mlw

cc: Region

cc. ~~Fred Erickson~~
C. A. Swenson
H. H. Patterson
C. V. ~~Lehman~~ — Are you determining the same information for the project east of Siletz?
S. Wimer

8311

15

PRO 5-2

April 19, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-605(2)
Lincoln County

We are submitting program data for one project, Item No. 104, Project No. RS-605(2), "Old Highway 101-Rose Lodge Section", which we desire to have included in the Federal Aid Rural Secondary Highway Program.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal Aid Act.

It is our present intention to receive bids for this project on May 27, 1976.

JLG:ljt

Att.

cc: C. O. Fredrickson (Reg. 2)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 19, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 0.36 mi. N. of Otis, E. 4.08 mi. 21 65	**ADT**	PRESENT 475 DHV 75	FUTURE 800 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr., Dr., H. T. Pave 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER 605

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Lincoln					CO 0 (14)
	NAME OF URBAN AREA 17-31 ---	ROUTE NO.	S	FEDERAL-AID 146	STATE (32) Co. Rd. (36)	U.S. (37) ---	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6201		"Old Hwy. 101-Rose Lodge Section"	4.08	198,200	154,900	21,650	21,650 (Co.)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
		JLG -		4.08	198,200	154,900	21,650	21,650 (Co.)
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (33)	REMARKS	

REMARKS

Additional Data: Item No. 79

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 19, 1976

(typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
i. N. of Otis, E. 4.08 mi.	ADT	475 DHV 75	800	96	10	Oregon	41	075	104

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
							RS-	605	(2)		

econdary	COUNTY NAME	Lincoln		CODE 041	PROGRAM STAGE ☐ 1 OR ☒ XX 2
	ROUTE NO. S	FEDERAL-AID 146	STATE Co. Rd.	U.S. ---	

ESTIMATED PROJECT COST BY PHASES

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
"Old Hwy. 101-Rose Lodge Section"	4.08	198,200	154,900	21,650	21,650 (Co.)	
JLG — PROJECT TOTALS	4.08	198,200	154,900	21,650	21,650 (Co.)	

REMARKS
Additional Data: Item No. 79; Project No. RS-605(1)

-over-

OLD HIGHWAY 101-ROSE LODGE SECTION

PROJECT NO. RS-605(2)

REMARKS: continued

Project Data: The work, on existing alignment, consists of grade, drain and high-type pave to widen and overlay the existing facility to provide two 11-foot traffic lanes with 4-foot gravel shoulders.

NOTE: The county will install necessary signing, guardrail and delineators.

Unusual and Complicated Circumstances: The timber pony truss over Salmon River was reconstructed in 1973 by Lincoln County to provide a 128-foot long reinforced concrete box beam bridge with a horizontal clearance of 24 feet having a 4-foot walk on the downstream side and a loading capacity of HS 20-44.

This bridge is to remain in place as it meets the design loading and clear roadway width set forth in the Secondary Road Plan under Table 8 of AASHTO's Geometric Design Standards for Highways Other Than Freeways, 1969.

fas 146
Lincoln Co

March 17, 1976
(date)

Mr. Joseph Steere
County Engineer
Lincoln County
Courthouse
Newport, OR 97365

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Unit State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 146, North Bank Road

Section Old Highway 101-Rose Lodge Section: Paving

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
MAR 26 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

March 23rd, 1976
(date)

By Albert A. Strand

By Jack H. Postle
Commissioner

By Andy Zedwick
Commissioner

cc: Duane Ridings

[illegible]

Salem, Oregon
March 16, 1976

Duane O. Christenson
Final Design Engineer

Leonard L. Wallace
Bridge Design Engineer

Old Hwy. 101-Rose Lodge Section
FAS 146 North Bank Road
Lincoln County

This project is a 2-inch asphaltic concrete overlay over the existing bituminous surfacing.

There are two stream crossings, one at Panther Creek through a 120-inch arch pipe and the other at the Salmon River Bridge No. 12007.

The FAS Log shows the Salmon River Bridge at M.P. 3.80, length 116 feet and horizontal clearance 16'1".

Please recommend whether the overlay can be carried across the bridge deck.

FE:fw
cc: Fred Ericksen

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Anderson
Trout

RECEIVED
MAR 16 1976
ROAD
DESIGN
SECTION

Requires Reply ☒
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

LOCATION NARRATIVE

OLD HIGHWAY 101 - HIGHWAY 18(AT ROSE LODGE)
NORTH BANK ROAD FAS#146
LINCOLN COUNTY

HISTORY	In 1975, the Citizens Advisory Commitee recomended to Lincoln County that a high priority be given to this project due to the many existing oil slicks present in this section causing hazardous driving conditions in wet or frosty weather. This survey was undertaken at the request of Lincoln County for the purpose of preparing plans, specifications, and cost estimate for A.C. widening, leveling course, and overlay. All grading, drainage, aggregate base, aggregate shoulders, and pavement stripping to be constructed by county. The county has completed 2.1 miles of shoulder widening as of Sept. 5, 1975.
TERMINI	M.P. 0.00 to M.P. 4.01 Length-4.10 miles The authority for survey shows a project length as supplied by Lincoln County of 3.3 miles. Our field survey determined the actual length to be 4.10 miles.
ALIGNMENT	No change in existing alignment.
TYPICAL SECTION	Existing 19 foot roadway will be widened to 22 feet to allow for two 11 foot travel lanes.
SURFACE DESIGN	2" Asphaltic concrete base course 1/2" Asphaltic concrete leveling course 2" Asphaltic concrete overlay The Lincoln County Engineer has requested an open graded type "C" Asphaltic Concrete mix, similar to that used on West Devils Lake Road. He feels that this mix will help alleiviate the problem of excess oil coming up through the mix and causing slick spots.
STRUCTURE	None required
SOURCE OF MATERIALS	Excavation, embankment, aggregate base, and aggregate shoulders will be constructed and furnished by Lincoln County. Surfacing materials will be obtained from commercial sources at either Lincoln City or Newport.
AIRPORTS	Not affected
PARKS	Not affected

HISTORICAL SITES	Not affected
RAILROADS	Not affected
UTILITIES	All utilities conflicts to be resolved by Lincoln County prior to construction.
RIGHT OF WAY	None required
AGREEMENTS	An agreement with Lincoln County will be necessary.
SIGNING	Traffic will be controlled during construction by tempory construction signing, flagmen, and pilot car.
SPECIFICATIONS & SPECIAL PROVISIONS	With location estimate data.
MISCELLANEOUS	The original estimate cost of this project was $150,000.00 based on project length, as supplied by Lincoln County, of 3.3 miles. Our field survey indicated an actual project length of 4.10 miles. The increased project cost as shown in this estimate may be in part due to the 0.8 mile greater length. Our location estimate and quantity summary shows a total cost of $244,724.00 for an increase of 63%. Cost per mile is $59,689.00. The overall cost of this project could be reduced by $13,830.00 if only Public Road approaches and existing paved approaches are paved. This estimate shows the paving of all approaches to a minimum distance of 7' from the edge of pavement.

SPECIAL PROVISIONS

Old Highway 101 - Highway 18 (at Rose Lodge)
North Bank Road FAS #146
Lincoln County

Applicable Standard Specifications

The standard specifications which are applicable to the work on this project are the 1974 edition of the "Standard Specifications for Highway Construction".

All number reference in the following special provisions shall be understood to refer to the section or subsection of the Standard Specifications.

SECTION 110 - MOBILIZATION

Mobilization shall be in conformance with Section 110 of the Standard Specifications.

SECTION 111 - TEMPORARY PROTECTIVE AND DIRECTIONAL MEASURES FOR TRAFFIC

Temporary Protection and Direction of Traffic, Temporary Signs, Flagmen and Pilot Car shall be performed in conformance with Section 111 of the Standard Specifications.

SECTION 401 - PLANT MIX BITUMINOUS BASE AND PAVEMENTS - GENERAL

Asphaltic concrete pavement shall be in conformance with Section 401 supplemented and/or modified as follows:

401.91 There will be no separate payment for asphalt cement in mixture, it being understood payment therefor is included in the pay item Class "C" Asphaltic Concrete.

SECTION 403 - ASPHALTIC CONCRETE PAVEMENT

Asphaltic concrete pavement shall be constructed in conformance with Section 403, supplemented and/or modified as follows:

403.11 Class "C" asphaltic concrete will be used for this project.

403.37 Preparations of Foundations - The contractor will place leveling courses of Class "C" asphaltic concrete as part of the asphaltic concrete paving work prior to construction of the Class "C" overlay. Leveling work shall be performed at the locations, and to the extent designated by the Engineer. Leveling material shall be spread by a blade grader. It is estimated that 1,345 tons of the Class "C" asphaltic concrete shown in the Bid quantities will be used in leveling work.

SECTION 407 - ASPHALT TACK COAT

The asphalt tack coat shall be constructed in conformance with Section 407, of the Standard Specifications supplemented and/or modified as follows:

407.91 Payment - There will be no seperate payment for construction of the asphalt tack coat, it being understood payment therefor is included in the pay item Class "C" Ashpaltic Concrete. Approximately 11.82 tons of asphalt tack coat will be required on this project.

SECTION 610 - ASPHALT CONCRETE WALKS CURBS, AND MISCELIANEOUS STRUCTURES

Asphalt concrete approaches shall be constructed in conformance with Section 610, of the Standard Specifications.

WORK DESCRIPTION AND SPECIAL PROVISIONS
for
ASPHALTIC CONCRETE PAVING PROJECT

DESCRIPTION OF WORK

WEST DEVILS LAKE ROAD (Lincoln City Area) County Road # 105

~~ESTIMATED QUANTITIES~~

	~~Length~~	~~Width~~	~~Comp. Depth~~	~~Est. Tonnage~~
~~Class "C" A.C. (Special Open Mix)~~	~~2.0 mi.~~	~~var. 22-24~~	~~2"~~	~~3110 tons~~
~~Class "B" A.C. (For Driveways)~~	~~(51 Driveways)~~			~~250 tons~~
~~SS-1 Tack Coat~~				~~25 tons~~

SPECIAL PROVISIONS

Class "C" Open Mix	1/2 - 1/4	29 %	by weight
	1/4 - 10	50%	" "
	10 - 40	10%	" "
	40 - 200	4%	" "
	200	2%	" "
	Asphalt	5%	" "

~~Contractor will be required to place a tack coat on existing pavement prior to placement of Asphaltic Concrete as per Section 407.~~

~~Class "B" A.C. may be used for driveway paving.~~

~~COMPLETION TIME:~~

~~This project shall be completed in its entirety twenty (20) days after notification to proceed from the County.~~

This mix design was sent to us from Joe Steere, Lincoln Co. Engineer 2-18-76. (See Narrative Report.)

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Old Ore. Coast Hwy.-Hwy. 18 UNIT OR PART All Sheet 1 of 1
HIGHWAY North Bank Road (County) PREFIX 521-1973 COUNTY Lincoln

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	L.S.	All	10% of Con.	20,390.00
2	111	Temp. Protection & Direction of Traffic	L.S.	All		10,000.00
3	111	Temporary Signs	Sq. Ft.	298	9.50	2,831.00
4	111	Flagmen	Hr.	336	15.50	5,208.00
5	111	Pilot Car	Hr.	160	18.00	2,880.00
6	403	Class "C" Asphaltic Concrete	Ton	8259	18.25	150,727.00
7	610	Extra for Asphalt Approaches	Each	119	100.00	11,900.00
		Total Bid Items				203,936.00
		Engineering & Contingencies 20%				40,788.00
		PROJECT TOTAL				244,724.00
		Cost per Mile=59,689.00				

fas 146
Linc Co

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RS-605(1)

STATE PROJECT NO.: Old Highway 101 - Rose Lodge Section

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division
Salem, Oregon

PROGRAM NO.:

ITEM NO.: RS-79

COUNTY NAME: Lincoln

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 1-26-76

FEDERAL ROUTE NUMBER: Secondary Route 146

STATE ROUTE NUMBER: County Road

GENERAL LOCATION:

County Road 0.36 miles north of Otis - east 4.1 miles

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $10,700 - Federal funds $8,300.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1-26-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 1-13-76 letter you are authorized to proceed with thework as shown above.

Prog OK

RECEIVED
COUNTY & CITY SECTION
JAN 29 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

DATE: 1-26-76

SIGNATURE OF APPROVING OFFICIAL: G. K. Hossner

TITLE: Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 1-26-76

BY (Signature): L. W. Rulien's letter of 1-13-76

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
					Location	Work
79	RS-603(1)	4.1	10,700	8,300	Old Highway 101 - Rose Lodge Section. Lincoln County State of Oregon.	Preliminary Engineering.

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
JAN 29 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-26-76	G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 13, 1976

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., 0.36 mi. N. of Otis, E. 4.1 mi. 65	**ADT**	PRESENT DHV 75 475	FUTURE (66) 800 (70)	YEAR (71) 76 (72)	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 RS- 23	NUMBER 7 605 (1)

CARD 4	CLASS OF FEDERAL FUNDS: Rural Secondary	COUNTY NAME: Lincoln	CODE 041 (14)
	NAME OF URBAN AREA 17-31: --	ROUTE NO. S · FEDERAL-AID 146 · (32) STATE Co. Rd. (36) · (37) U.S. --	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					**PE**		Co. Rd., 0.36 mi. north of Otis, E. 4.1 mi.	4.1	10,700	8,300	2,400	
5					**ROW**							
5					**CONST** (CODE)		"Old Hwy. 101-Rose Lodge Section"					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	4.1	10,700	8,300	2,400	--
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

JAN 26 1976
FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
JAN 29 1976
☐ ENGR. ☐ COOR. ☐ SE ☐ AE ☐ BE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 13, 1976

er spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
of Otis, E. 4.1 mi.		DHV 75 475	800	76	10	Oregon	41	075	79

ATL. OREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
							RS-	605	(1)		

ry

COUNTY NAME: Lincoln
CODE: 041

ROUTE NO.: S
FEDERAL-AID: 146
STATE: Co. Rd.
U.S.: --

PROGRAM STAGE: ☐ 1 OR XX 2

TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
Rd., 0.36 mi. north tis, E. 4.1 mi.	4.1	10,700	8,300	2,400		Preliminary Engineering. All phases. (Future H.T. pave two 11' lanes with 4' shoulders)
Hwy. 101-Rose e Section"						ROW - 60' normal; Access control-None; Parking Restrictions-None.
PROJECT TOTALS	4.1	10,700	8,300	2,400	--	

REMARKS

RECEIVED
COUNTY & CITY SECTION
JAN 29 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

-over-

OLD HIGHWAY 101-ROSE LODGE SECTION
Project No. RS-605(1)

Existing Facility
Roadway---Variable 18 to 24-foot oil surface with 3 to 5' shoulders.
Structure---Salmon River Bridge #12007; 116-foot timber pony truss; HC 16'.

Adjacent Sections:
West End---24' AC surface with 5' shoulders.
East End---Jct. with SR 18; 22-foot AC surface with 4' shoulders.

Project Data: Work under this project consists of preliminary engineering all phases for the future construction necessary to widen and overlay the existing facility to provide for two 11' lanes of high-type pavement with 4' gravel shoulders.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 15, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings---None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design---Not a factor in the development of this project.

Data for PR-371: Preliminary Engineering ---
PS & E Preparation
TO

NOTE: This project is in Congressional Distric

Unusual and Complicated Circumstances: Justifi
present substandard Salmon River Bridge in plac
under separate action.

GE SECTION

18 to 24-foot oil surface with 3 to 5' shoulders.
River Bridge #12007; 116-foot timber pony truss;

surface with 5' shoulders.
h SR 18; 22-foot AC surface with 4' shoulders.

r this project consists of preliminary engineering
e construction necessary to widen and overlay the
ovide for two 11' lanes of high-type pavement with

, Railroads, Water Developments, Historical and
ne Involved.

: Nonmajor action project concurred in by FHWA on

: Exempt from State Clearinghouse and District 4
ew under working agreements.

:

None required under Oregon Action Plan
(Category 3 Project).

Not a factor in the development of this project.

Data for PR-371:	Preliminary Engineering ---	Field Work	$ 6,700
	PS & E Preparation		4,000
		TOTAL	$10,70

NOTE: This project is in Congressional District No. 1.

Unusual and Complicated Circumstances: Justification for leaving the present substandard Salmon River Bridge in place will be submitted under separate action.

5568 15

~~PRO 6-2~~

January 13, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-605(1)

We are submitting program data for one project, Item No. 79, Project No. RS-605(1), "Old Hwy. 101-Rose Lodge Section", which we desire to have included in the Federal Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering at an estimated total cost of $10,700 with Federal funds of $8,300.

CL:ljt
Att.

cc: C. O. Fredrickson, Reg. 2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

January 13, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 0.36 mi. N. of Otis, E. 4.1 mi. 21 65	ADT	PRESENT DHV 75 475	FUTURE 800 (66) (70)	YEAR 76 (71) (72)	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RS- 14 23	NUMBER 605 (1)

CARD 4	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Lincoln	CODE 041 (14) (16)
	NAME OF URBAN AREA -- 17-31	ROUTE NO. S	FEDERAL-AID 146 (32) · STATE Co. Rd. (36) · U.S. (37) --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE		Co. Rd., 0.36 mi. north of Otis, E. 4.1 mi.	4.1	10,700	8,300	2,400	--
5					ROW							
5					CONST (CODE)		"Old Hwy. 101-Rose Lodge Section"					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	4.1	10,700	8,300	2,400	--
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

January 13, 1976

CATION (45 typewriter spaces) 0.36 mi. N. of Otis, E. 4.1 mi.	ADT	PRESENT DHV 75 475	FUTURE 800	YEAR 76	REGION 10	STATE NAME Oregon	STATE CODE 41
						APPN CODE 075	ITEM NO. 79

35 typewriter neering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S): RS- NUMBER: 605 (1) SEQ. NO.	I Projects Only POST MI. DESIG.

Rural Secondary	COUNTY NAME Lincoln	CODE 041	PROGRAM STAGE ☐ 1 OR ☒ XX 2
--	ROUTE NO. S FEDERAL-AID: 146	STATE: Co. Rd.	U.S.: --

E	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		Co. Rd., 0.36 mi. north of Otis, E. 4.1 mi.	4.1	10,700	8,300	2,400	--	Preliminary Engineering. All phases. (Future H.T. pave two 11' lanes with 4' shoulders)
ST		"Old Hwy. 101-Rose Lodge Section"						ROW - 60' normal; Access control-None; Parking Restrictions-None.
		PROJECT TOTALS	4.1	10,700	8,300	2,400	--	

DATES

REMARKS

-over-

OLD HIGHWAY 101-ROSE LODGE SECTION
Project No. RS-605(1)

Existing Facility
Roadway---Variable 18 to 24-foot oil surface with 3 to 5' shoulders.
Structure---Salmon River Bridge #12007; 116-foot timber pony truss; HC 16'.

Adjacent Sections:
West End---24' AC surface with 5' shoulders.
East End---Jct. with SR 18; 22-foot AC surface with 4' shoulders.

Project Data: Work under this project consists of preliminary engineering all phases for the future construction necessary to widen and overlay the existing facility to provide for two 11' lanes of high-type pavement with 4' gravel shoulders.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 15, 1975.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings---None required under Oregon Action Plan (Category 3 Project).

(b) Location/Design---Not a factor in the development of this project.

Data for PR-371: Preliminary Engine
PS & E Preparatio

NOTE: This project is in Congression

Unusual and Complicated Circumstances
present substandard Salmon River Bri
under separate action.

GE SECTION

18 to 24-foot oil surface with 3 to 5' shoulders.
River Bridge #12007; 116-foot timber pony truss;

surface with 5' shoulders.
th SR 18; 22-foot AC surface with 4' shoulders.

r this project consists of preliminary engineering
e construction necessary to widen and overlay the
ovide for two 11' lanes of high-type pavement with

, Railroads, Water Developments, Historical and
ne involved.

: Nonmajor action project concurred in by FHWA on

: Exempt from State Clearinghouse and District 4
ew under working agreements.

:

None required under Oregon Action Plan
(Category 3 Project).

Not a factor in the development of this project.

Data for PR-371:

Preliminary Engineering ---	Field Work	$ 6,700
PS & E Preparation		4,000
	TOTAL	$10,70

NOTE: This project is in Congressional District No. 1.

Unusual and Complicated Circumstances: Justification for leaving the present substandard Salmon River Bridge in place will be submitted under separate action.

November 25, 1975

MEMO TO THE FILES

Robert H Prange

FROM: Robert H. Prange
Rural Engineer

RE: Design Approval
Old Highway 101-Rose Lodge Section
North Bank Road, FAS 146
Lincoln County

The subject project has been classified as a Category 3 project of Non-Major action. No new rights-of-way are required and a hearing will not be necessary.

Since the project is for paving over and existing surface and has no detrimental effects on the surrounding environment, design approval is not a factor in the development of the project.

RHP:dp

cc: D. E. Swan

8368

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

October 22, 1975

FILE: PRO 4-3

Old Hwy 101 - Roselodge

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Project Assessment
Old Oregon Coast Hwy.-Salmon River Hwy.
North Bank Road
Lincoln County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

Approved 10/24/75

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

RECEIVED
STATE HWY ENGR
OCT 21 '75
REFER TO
FOR
Info | Inv. | R.S. | C.R. | S.E.

RECEIVED
OCT [illegible] 1975

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 15, 1975

In reply refer to: 1041EC.1

SUBJECT: Project Assessments
(See Below)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The project assessments submitted with Mr. Rulien's September 15 and 29 letters have been reviewed. We concur with your finding that the proposed projects constitute non-major actions.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessments will be subject to future reviews at the appropriate stage during project development.

William B. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Eddie Welsh, Reg Env

RECEIVED
STATE HWY ENGR
OCT 17 '75
REFER TO Rulien
FOR
Info | Inve | R.D | D.R | Sign

cy [illegible]

Project RS-603(-)
Frazier Creek Bridge
Benton County

✓Project RS-605(-)
Old Oregon Coast Hwy-Salmon River Hwy
North Bank Road
Lincoln County

Project OS-2900(-)
Burton Bridge Section
Tillamook River Road
Tillamook County

OCT 1[illegible] 1975

BEN GIFFORD

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing 60 feet of right-of-way dedicated in 1910. No additional right-of-way would be required.

Typical Section Existing: - - - two 10-foot travel lanes 4-foot gravel shoulders.

Structures Existing structure(s) crossing the Salmon River are adequate. No modifications are planned.

Characteristics (ADT) The ADT for 1973 was 450 vehicles of all types.

Other General Information (or Supplemental information to items) Complete road closure not permitted - traffic delays up to 20 minutes allowable. County forces will widen where needed to obtain the required 30 feet of road bed and will gravel shoulder after completion of paving.

Project Sketch Map is Attached: ☒ XX Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☐ Required ☐ Recommended

Type ______ **Tentative Date(s)** ______

A-95 Review: ☐ Not Required ☒ XX Required

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 25, 1975

A. PROJECT IDENTIFICATION

Name of Project Old Oregon Coast Highway-Salmon River Highway (Section) RS-605(-)

Location of Project North Bank Road (Highway Name) County Road #2, FAS 146 (Highway No., US - ORE)

(City) Lincoln (County) II (Region)

Program FAS-C (Funding) $150,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve traffic safety and/or highway capacity by widening traffic lanes and shoulders, overlaying with skid resistant surfacing. To minimize excessive maintenance problems.

Origin and History: January 1974-Project proposed to Lincoln County Board of Commissioners - Citizens Road Advisory Committee concerned 1975-that this should be a high priority project.

C. DESCRIPTION OF PROJECT

Length 3.8 miles.

Termini Westerly Terminus: Intersection of N. Bank Road and Old Oregon Coast Highway near Otis Junction. Easterly Terminus: Intersection of N. Bank Road and Salmon River Highway at Rose Lodge.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
NON-MAJOR

(Form (1) 9-74)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 15, 1975

In reply refer to: 1041EC.1

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(See Below)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

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It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessments will be subject to future reviews at the appropriate stage during project development.

William R. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Eddie Welsh, Reg Env

RECEIVED
STATE HWY ENGR
OCT 17 '75
REFER TO
Rulien
FOR
Info Inve R.D D.R Sign

Project RS-603(-)
Frazier Creek Bridge
Benton County

✓Project RS-605(-)
Old Oregon Coast Hwy-Salmon River Hwy
North Bank Road
Lincoln County

Project OS-2900(-)
Burton Bridge Section
Tillamook River Road
Tillamook County

cy [illegible]

OCT 1[illegible] 1975

BEN GIFFORD

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing 60 feet of right-of-way dedicated in 1910. No additional right-of-way would be required.

Typical Section Existing: - - - two 10-foot travel lanes 4-foot gravel shoulders.

Structures Existing structure(s) crossing the Salmon River are adequate. No modifications are planned.

Characteristics (ADT) The ADT for 1973 was 450 vehicles of all types.

Other General Information (or Supplemental information to items) Complete road closure not permitted - traffic delays up to 20 minutes allowable. County forces will widen where needed to obtain the required 30 feet of road bed and will gravel shoulder after completion of paving.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☐ Required ☐ Recommended

Type ____________________ **Tentative Date(s)** ____________________

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Topography: Flat to gently rolling valley floor extending to the east and west with steep hillsides rising to the north and south.

Flora: The valley floor is primarily cleared farm land with riparian vegetation extending along the stream sides and undeveloped areas. Hillsides are cut over forest lands in various stages of regrowth, or brush.

Water Features: The road generally parallels the northerly bank of the Salmon River which meanders along the valley floor. The Salmon River is a well known and valuable fishery and recreation resource.

Soils: Free draining sandy silts, loams, gravels, etc...

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land Use: A rural area of small farms and homesites along the valley floor with woodlands extending up the hillsides on either side of the valley. Land use on the valley floor is changing from farming to residential.

Noise: Ambient noise levels are low, road noises are noticeable but are estimated to be within the FHWA guidelines for a residential area.

Air Quality: Considered to be good with very little pollution from the low volume of traffic.

Utilities: Power, phone, T.V. cable, may be affected by construction.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None required.

Consequences:

None

2. Estimated Changes in Traffic Patterns:

No changes anticipated in traffic patterns due to road improvement. Some temporary and minor traffic disruption during construction expected.

Consequences:

Some loss in time.

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

Sedimentation from cut and fill would be minimal and of short term.

Consequences:

Temporary: Some local siltation in road ditches from shoulder rock primarily limited to first rainfall after construction.

5. Expected Adverse Effects on Cultural and Scenic Resources:

No expected adverse effect.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

7. Potential for Controversial Issues:

Possible increase in vehicle speeds because of improvement.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

  ☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

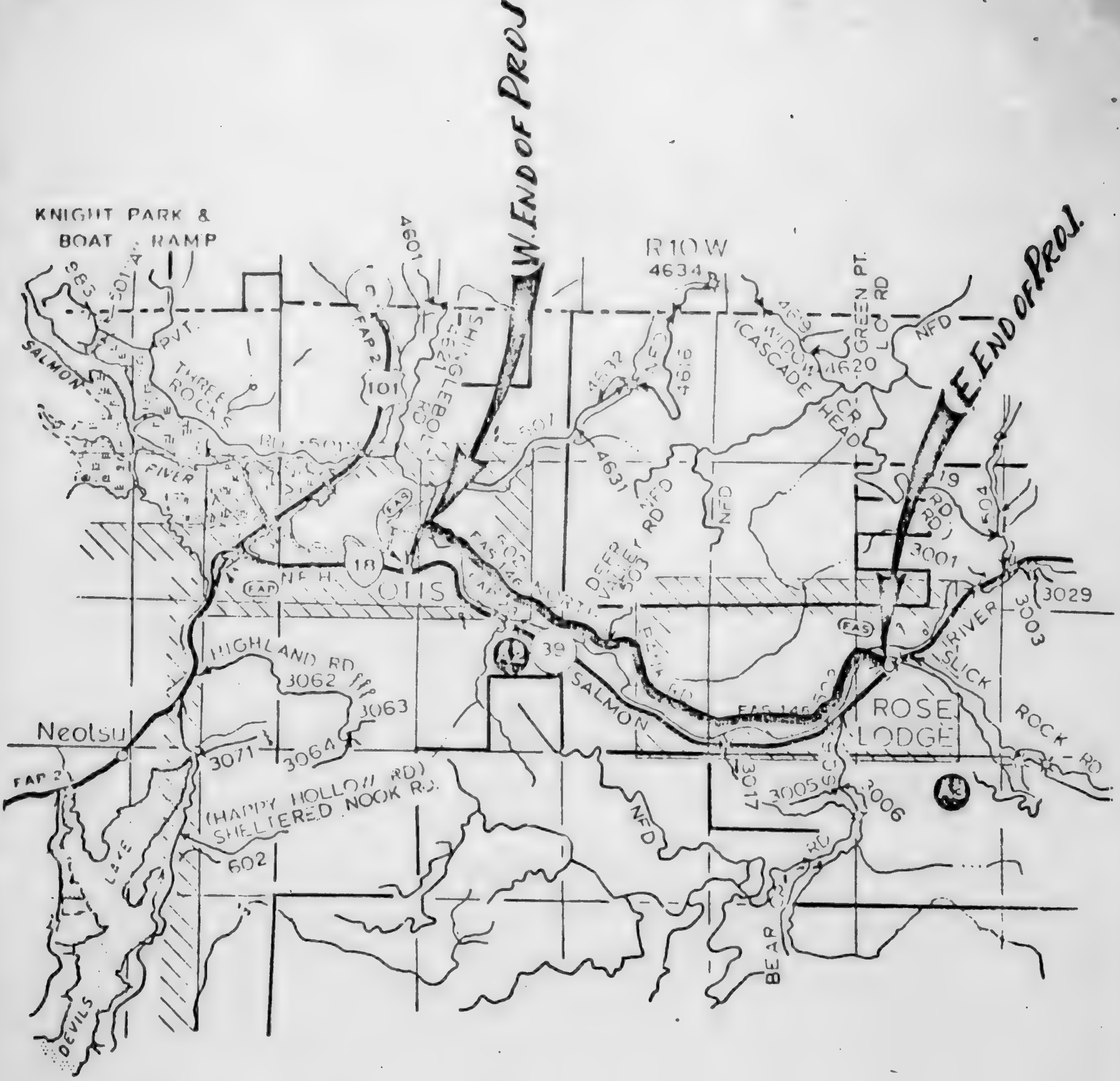
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________


KNIGHT PARK & BOAT RAMP
W. END OF PROJ
E. END OF PROJ.
R10W
4634
4601
SALMON RIVER
THREE ROCKS
FAP 2
101
SHINGLE BOLT RD
4632
4616
NFD
WIDOW CR (CASCADE HEAD)
GREEN PT. LC RD
4620
4631
DEEP VALLEY RD 3003
19
3001
3029
3003
18
OTIS
FAS 146 NORTH BANK RD
39
SALMON
FAS 146
ROSE LODGE
SLICK ROCK RD
RIVER
HIGHLAND RD 3062
3063
Neotsu
3064
3071
FAP 2
(HAPPY HOLLOW RD) SHELTERED NOOK RD.
602
DEVILS LAKE
NFD
3017
3005
3006
BEAR CR RD
504

OLD HWY. 101 - HWY 18 (at ROSE LODGE)

NORTH BANK RD.

FAS ROUTE 146

Lincoln County

Form E-39 (Rev. 9-71)

Dist 4

fas 146
Linc. Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section: Old Highway 101 - Highway 18 (at Rose Lodge)

Date: 10 - 13- 1975

Highway: North Bank Road (County) FAS 146

Authorization No. 1

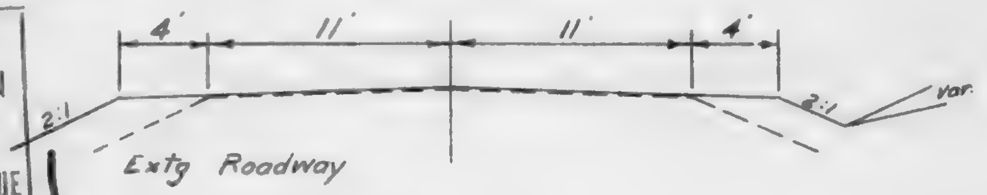
County: Lincoln

Survey Prefix: 521 - 1973
(Assigned by Salem office)

Description of termini, route, length, etc.:

The westerly terminus is at the intersection of Old Highway 101 and North Bank Road.
The easterly terminus is at the intersection of North Bank Road and Highway 18 (at Rose Lodge).
Total project length is approximately 3.3 miles.

RECEIVED
COUNTY & CITY SECTION
JAN 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐



Purpose of survey: To prepare plans, specifications, and cost estimate for paving and construction of gravel shoulders.
This is a FAS-C project.

Estimate of cost:

Field	901	1,100
Plans	905	3,500
Soils	910	4,500
Utilities	914	500
Proj. Mgt.	920	100
Specifications	921	400
Environmental	923	100

RS-605(1)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 10,700
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
James E. Chaney
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Victor E Wolfe
Location Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 1-26-76
FED. AID FAS-C STATE

Dist 4

fas 146
Linc. Co

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Old Highway 101 - Highway 18 (at Rose Lodge)

Highway North Bank Road (County) FAS 146

County Lincoln

Date 10 - 13 - 1975

Authorization No. 1

Survey Prefix 521-1973 (Assigned by Salem office)

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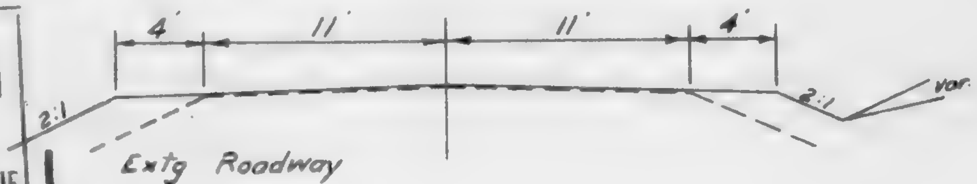
The easterly terminus is at the intersection of North Bank Road and Highway 18 (at Rose Lodge).
Total project length is approximately 3.3 miles.

RECEIVED
COUNTY & CITY SECTION
JAN 20 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐



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RS-605(1)

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Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:
James E. Chaney
Field Engineer

Recommended for Approval:
Regional Engineer

Recommended for Approval:
Victor D. Wolfe
Location Engineer

Approved:
E. J. Hunter
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION
P. E. APPR. 1-26-76
FED. AID FAS-C STATE

N

8311

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE September 17, 1975

TO Oregon ~~xxxxx xxxxxxx~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects and One Cancellation

Attached are tabulations and maps describing and locating eight proposed secondary projects, four in Lincoln County, and one project each in Lane, Malheur, Sherman and Umatilla Counties. Also attached is a request for the cancellation of a project in Malheur County.

The first project by Lincoln County is to place an A.C. wearing surface and gravel shoulders on the old Highway 101 to U.S. Highway 18 Section on North Bank Road, FAS 146. The FAS funds required for surfacing this section are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

The second project requested by Lincoln County is to widen and surface the Logsden Rock Creek Section, on Logsden-Nashville Road, FAS 150. The FAS funds required for this project are estimated to be approximately $85,000 ($9,000 of which will be the cost to the State).

The third project requested by Lincoln County is to improve Highway 101 to Yachats east city limits on Yachats River Road, FAS 152, within the city of Yachats. The FAS funds required for this project are estimated to be approximately $250,000 ($27,500 of which will be the cost to the State).

The fourth project requested by Lincoln County is to widen and pave the Yachats River Road, FAS 152. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

The request by Lane County is for a bridge over the Long Tom River on High Pass Road, FAS 227. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

Malheur County's request is for the Russell Bridge over the Malheur River on FAS 30-122. The FAS funds required for this project are estimated to be approximately $125,000 ($13,800 of which will be the cost to the State).

The request by Sherman County is a grading and paving project on the Decker Road-Jackknife Creek Section on East Kent Road, FAS 668. The FAS funds required for this project are estimated to be approximately $150,000 ($16,500 of which will be the cost to the State).

Umatilla County's request is for a bridge over the Walla Walla River on S.E. 15th Avenue in Milton-Freewater on FAS 30-116. The FAS funds required for this project are estimated to be approximately $270,000 ($29,700 of which will be the cost to the State).

Malheur County is also requesting the cancellation of the bridge over the Owyhee River at Kern Basin on FAS 23-124. This project was approved by the Transportation Commission on February 28, 1974. The County has completed the project on their own and wishes to release these funds to other projects.

These matters will be on the agenda for the September 24 meeting and I recommend your approval.

Attachment

bc: C. W. Head
E. S. Hunter
H. S. Coulter
V. E. Skoog
Alfred Shirley
Carl Williams
Jack Graham
George M. Baldwin
R. L. Schroeder
L. W. Rulien
Don Harwell
W. E. Schwartz
C. O. Fredrickson
Gary Sund

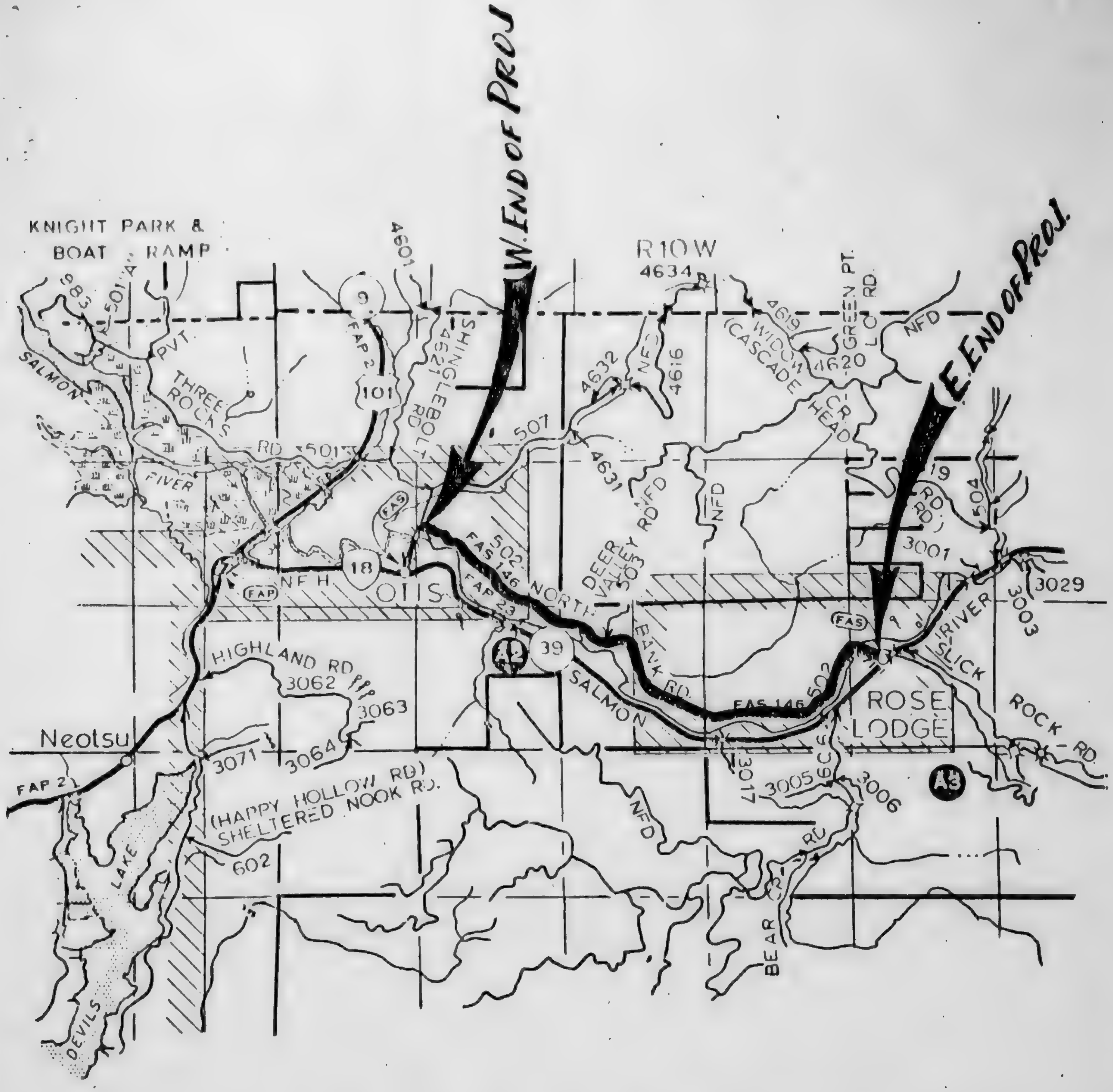
HR:dp srb

LINCOLN COUNTY
Proposed FAS-C Project

FAS 146
North Bank Road, Old Highway 101 to U.S. Highway 18 at Rose Lodge
A.C. overlay
$150,000
Approximately 3.3 miles

This project is to place a 22' A.C. wearing surface and 4' gravel shoulders. The county has improved the alignment and widened the existing roadway.

75-g
9/9/75


W. End of PROJ
E. End of PROJ.
KNIGHT PARK &
BOAT RAMP
R10W
4634
4601
9
FAP 2
101
SHINGLEBOLT RD.
4621
4632
NFD
4616
4619
WIDOW (CASCADE HEAD) CR.
4620
GREEN PT. L.O. RD.
NFD
983
501 "A"
PVT.
SALMON
THREE ROCKS
RD. 501
RIVER
507
4631
DEER VALLEY RD.
503
NFD
NFD
19
RD.
504
3001
3029
3003
FAS
18
N.E.H.
OTIS
FAP
502 FAS 146 NORTH
FAP 23
BANK RD.
39
A2
FAS
RIVER
SLICK ROCK RD.
HIGHLAND RD.
3062
3063
SALMON
FAS 146
502
ROSE LODGE
Neotsu
3071
3064
3017
3005
3006
A3
FAP 2
(HAPPY HOLLOW RD)
SHELTERED NOOK RD.
602
NFD
BEAR CR. RD.
LAKE
DEVILS

OLD HWY. 101 - HWY 18 (at ROSE LODGE)

NORTH BANK RD. FAS ROUTE 146

Lincoln County

LINCOLN COUNTY COURT HOUSE

Office of the County Engineer
J. D. Steere

COUNTY OF LINCOLN
Newport, Oregon 97365

[illegible] ENGINEER
RECEIVED

5 September 1975

Phillip O. Stearns
Region 2 Federal Aid Engineer
2960 E. State Street
Salem, OR 97310

Re: Paving and Project Assessment
F.A.S. #146

Dear Mr. Stearns:

Lincoln County has completed 2.1 miles of shoulder widening on the North Bank Road #5 F.A.S. #146. We would be interested in having this portion of pavement widened and overlayed prior to the completion of the total project, preferably this fall if possible.

We do have some base work to complete on this proposed section but it would only amount to one or two days work. The portion that is prepared is from the intersection of the Panther Creek Road, County Road #8 to the intersection with U.S. Highway 18 at Rose Lodge.

Enclosed is another try at the Project environmental assessment.

Respecfully,

Joseph D. Steere

Joseph D. Steeres
Engineer

JDS/aec
Encl.

RECEIVED
COUNTY & CITY SECTION
[illegible] 16 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

FAS 174, 1
Lincoln Co

FORM 81 734-3010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 24, 1975

FILE: 21-03
21-23

Phil

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

SUBJECT: FAS-C Project Requests
Lincoln County

TO: D. N. Harwell
COUNTY-CITY ENGINEER

Attached are project request forms for pavement overlays on North Bank and Yachats River Roads, widen and overlay Logsden Rock Creek section, and survey Yachats River Road connection to the Coast Highway with possible relocation.

I have requested project assessments from Joe Steere, County Engineer, and will submit them upon receipt.

Applied [illegible]

The unprogrammed balance of FAS-C funds for Lincoln County is not enough to cover these projects. I checked with Joe Steere for his priorities. He is willing to drop the Boone Slough project, and restrict the Yachats Road to a survey only. This would keep his projects within the allocation.

Please advise if further documentation is required.

POS/lea

RECEIVED
COUNTY & CITY SECTION
JUL 25 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☒ RPE ☐

OREGON STATE
HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 17, 1975

Mr. Joseph D. Steere
County Engineer
Courthouse
Newport, Oregon 97365

Dear Mr. Steere:

I have received your applications for improvements to the North Bank and Yachats River Roads.

In addition to the project application, a project assessment is required. I have enclosed the necessary forms for your use. Form (1) 9-74 should be used for a simple project with little or no right-of-way required. Form (2) 9-74 must be used for more complex projects.

If you require assistance in completing the forms, contact Mr. Eddie Welsh at 378-8387, or me at 378-2626.

Yours very truly,

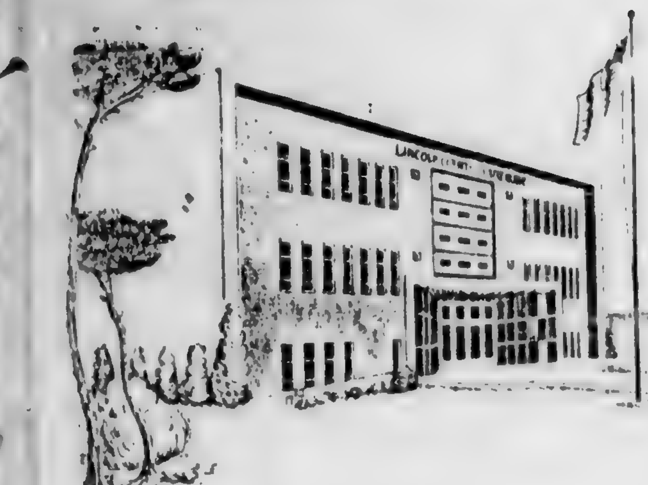
Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

POS/elk

cc: Eddie Welsh

RECEIVED
COUNTY & CITY SECTION
JUL 25 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☒ RPE ☐

7



Office of the County Engineer
J. D. Steere

COUNTY OF LINCOLN

Newport, Oregon 97365

June 12, 1975

REGION 2 ENGINEER
RECEIVED
JUN 13 1975

Phillip O. Stearns
Region Federal Aid Engineer
205 East Salem Highway Building
Salem, Oregon 97310

Dear Mr. Stearns:

We are reapplying for F.A.S. funds to widen and overlay the pavement on the North Bank Road and the Yachats River Road and have added a project on the Logsden-Nashville road. I have changed the dates of completion for the county portion of the work to more practical dates based upon the time it is taking to do the N. Bank Road project. Also included is a request for Yachats River Road Intersection with Highway 101 relocation project. We would want F.A.S. right-of-way acquisition on this project. We do not have the crews to make a preliminary survey to determine the most economical and desireable route for this relocation project.

Respectfully,

Joseph D. Steere

Joseph D. Steere
Lincoln County Engineer

JDS:nr

Encl.

RECEIVED
COUNTY & CITY SECTION
JUL 25 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Lincoln FAS No. [illegible] Date [illegible]-75
County Road Name [illegible]
Section Name From old [illegible]
Type of Project [illegible]
Location of Project (Attach sketch map)
ADT 152 Design Speed

Is this request for county bridge design only? Yes_____ No [illegible]
county FAS bridge design? Yes_____ No_____
Will County hire consultant for this project? Yes_____ No [illegible]
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type [illegible] Total Travel Width [illegible]'
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Gravel Width Each Side 4'
(AC, Pug Cold Mix, Oil Mat) Total Top Width [illegible]'

3. Grading & Drainage:
By County_____ County Date of Completion [illegible] By Contract_____

4. Bottom Base Course:
By County [illegible] County Date of Completion [illegible] By Contract_____
Has base design been given to County? Yes_____ No_____
Will it be furnished? Yes_____ No_____

5. Leveling Course:
By County_____ County Date of Completion_____ By Contract_____

6. Binder Course:
By County_____ County Date of Completion_____ By Contract_____

7. Traveled Surface & Shoulders:
By County_____ County Date of Completion_____ By Contract_____

8. Clearing:
By County_____ County Date of Completion_____ By Contract_____

9. Curbs:
Curbs Required? Yes_____ No [illegible]
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
Width between curbs_____

App'd by ODOT Comm 9/24/75

RECEIVED
COUNTY & CITY SECTION
JUL 25 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety__________Cost excessive to need or use__________
Sparse population__________Area exempt from bike law__________
What is desired width of trail or walkway__________ft.
What type of surface treatment is desired__________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No__________
What type of separation from roadway will be used?__________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________No__________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No__________

12. Will replacement be by: County__________Contract__________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No_____

17. Does County wish sight posts installed? Yes_____ No_____

18. Does County wish State to permanently stripe project? Yes_____ No_____

19. Will County do striping? Yes_____ No_____

20. Does County wish guardrail installed? Yes_____ No_____

By County________ Contractor________
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No_____
By seeding and mulching Yes_____No_____
By rock blanket Yes_____No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No_____

23. Can through traffic be detoured? Yes_____No_____

24. Must new detour be constructed? Yes_____No_____

25. Will detour be constructed and maintained by County? Yes____ No X____

26. Will detour be constructed & maintained by Contractor? Yes____ No X____

27. Will County sign project outside work area during construction?
Yes____ No____

28. Will Contractor sign project outside work area during construction?
Yes____ No X____

29. Should contract provide for permanent signing? Yes____ No____

30. Should State do permanent signing? Yes____ No____

31. Will traffic signals be required? Yes____ No____
If yes, give location and type desired____________________

32. Is project contingent upon other factors? Yes____ No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________________

Remarks re Section I: This is to [illegible] an old oil mat pavement that has many oil [illegible] developed on the surface, causing [illegible] riding conditions when wet or [illegible]. [illegible] material [illegible] be used to absorb this excess oil. Include [illegible] for permanent striping.

II. BRIDGE PROJECT DATA

1. Name of river or stream____________________

2. Name of bridge____________________

3. Dimensions of existing bridge. Length______ Roadway Width______

4. Type of design and material used in existing bridge.____________________

5. Location (please attach map with location marked):____________________
Section______ Township______ Range______ W.M.

6. Desired width of proposed bridge______ Approx. length______
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes_____ No_____
Upstream_________ Downstream_________ Width_________

8. Does County wish a particular type of bridge design? Yes_____ No_____
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)_____________________________________
____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes_____ No_____
Explain____
____
____

10. Foundation Testing: By County? Yes_____ No_____
By State? Yes_____ No_____

11. Will County close road during construction? Yes_____ No_____

12. Can presently established road be used as detour? Yes_____ No_____

13. Must a new detour be constructed? Yes_____ No_____

14. Will detour be constructed & maintained by County? Yes_____ No_____

15. Will detour be constructed & maintained by Contractor? Yes_____ No_____

16. Will County sign project outside work area during construction?
Yes_____ No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No_____

18. Approaches or Connections by County Yes_____ No_____
by Contractor Yes_____ No_____
Traveled surface: Type____________ Width____________
Shoulder surface: Type____________ Width____________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes_____ No_____

N.W. quadrant distance from structure______________
N.E. quadrant distance from structure______________
S.W. quadrant distance from structure______________
S.E. quadrant distance from structure______________

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company____
b. Sanitary sewer mains: Yes________ No________ Size___________
Company____
c. Storm sewer: Yes________ No________ Size___________
Company____
d. Gas mains: Yes________ No________ Size___________
Company____
e. Power lines: Yes________ No________ Size___________
Company____
f. Telephone lines: Yes________ No________ Size___________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain:____

____

____

____

Remarks re Section II: ____

____

____

____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes________No________
   By Consultant? Yes________No________
   By County? Yes________No________
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__________No__________

3. Construction plans and specifications to be prepared:
   By State? Yes________No________
   By Consultant? Yes________No________
   By County? Yes________No________

4. Does County desire center line to be permanently monumented as part of project? Yes______ No______

5. Does County desire right-of-way to be permanently monumented as part of project? Yes______ No______
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

____

____

____

____

____

____

____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum [illegible]0' Minimum [illegible]0'

2. Is any additional right-of-way needed? Yes_____ No X

3. Will right-of-way be acquired by: Resolution_____ or Deed______

4. Should State prepare options? Yes_____ No_____

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No_____

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No_____
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No_____
If yes, give type and name of utility company:______________________

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes X No_____
If yes, give type and name of utility company: [illegible]; [illegible]cific
[illegible]

13. Are utilities on existing right-of-way by permit X or
by franchise_______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No X
If yes, give name of irrigation company or district__________________
and dates between which water can be turned off: From______________
To________________

15. Are there any railroad crossings? Yes_____ No_____

16. Name of Railroad__________________________________

17. Number of tracks: Mainline______ Siding______ Total______

18. Signt Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry ________ Cinders ________

2. Owner: County ____ State ____ Private ____ Other ____

3. Location: ________ Section ____ Township ________ Range ______ W.M.

4. If County lease, what are royalty payments? ________

5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Agregates ____
   Location ________
   Miscellaneous Items ________

Remarks re Section V ________

VI. FINANCIAL DATA

1. Estimated Cost: $[illegible]

2. Available FAS Funds $[illegible]

3. Does County wish advancement of future Federal funds? Yes ____ No ____
   Amount ________

4. Date match money is available [illegible]

5. Will there be any 100% County money? Yes ____ No ____

6. Maximum amount of 100% County money available: $[illegible]

7. Date County requests letting: [illegible]

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Jack W. [illegible]
County Judge or Comm. Chairman

By Andy Zedwick
County Commissioner

By Albert R. Strand
County Commissioner

____
O.S.H.D. Field Engineer

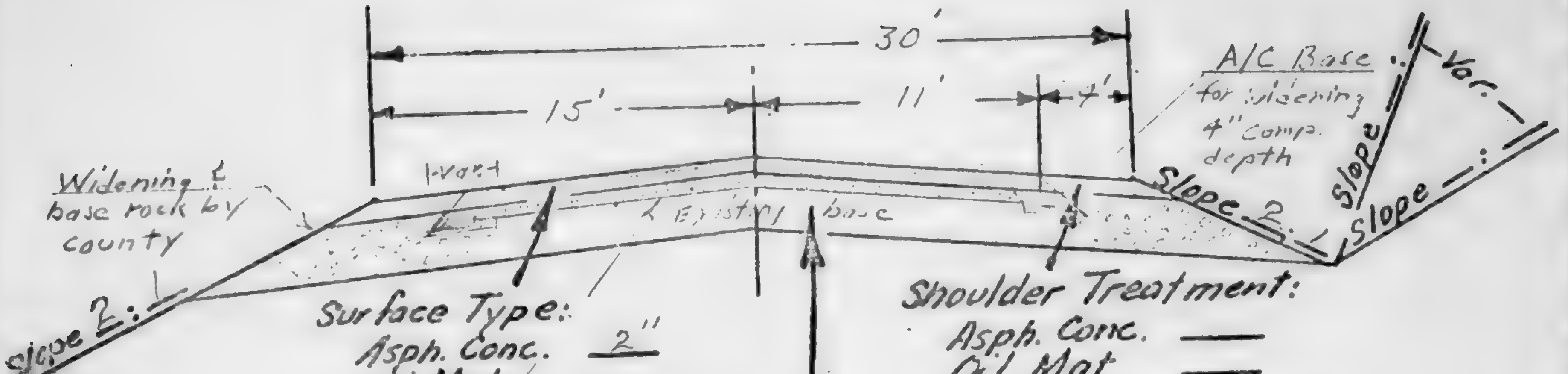
Date ________

By ________
County Engineer or Roadmaster

County Lincoln

Date ________

TYPICAL SECTION


30'
15'
11'
4'
A/C Base for widening 4" comp. depth
Var.
Slope
Slope
Slope 2:1
Widening & base rock by county
1-var
Existing base
Slope 2:1

Surface Type:
Asph. Conc. 2"
Oil Mat / ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other gravel

Existing 0-11 /

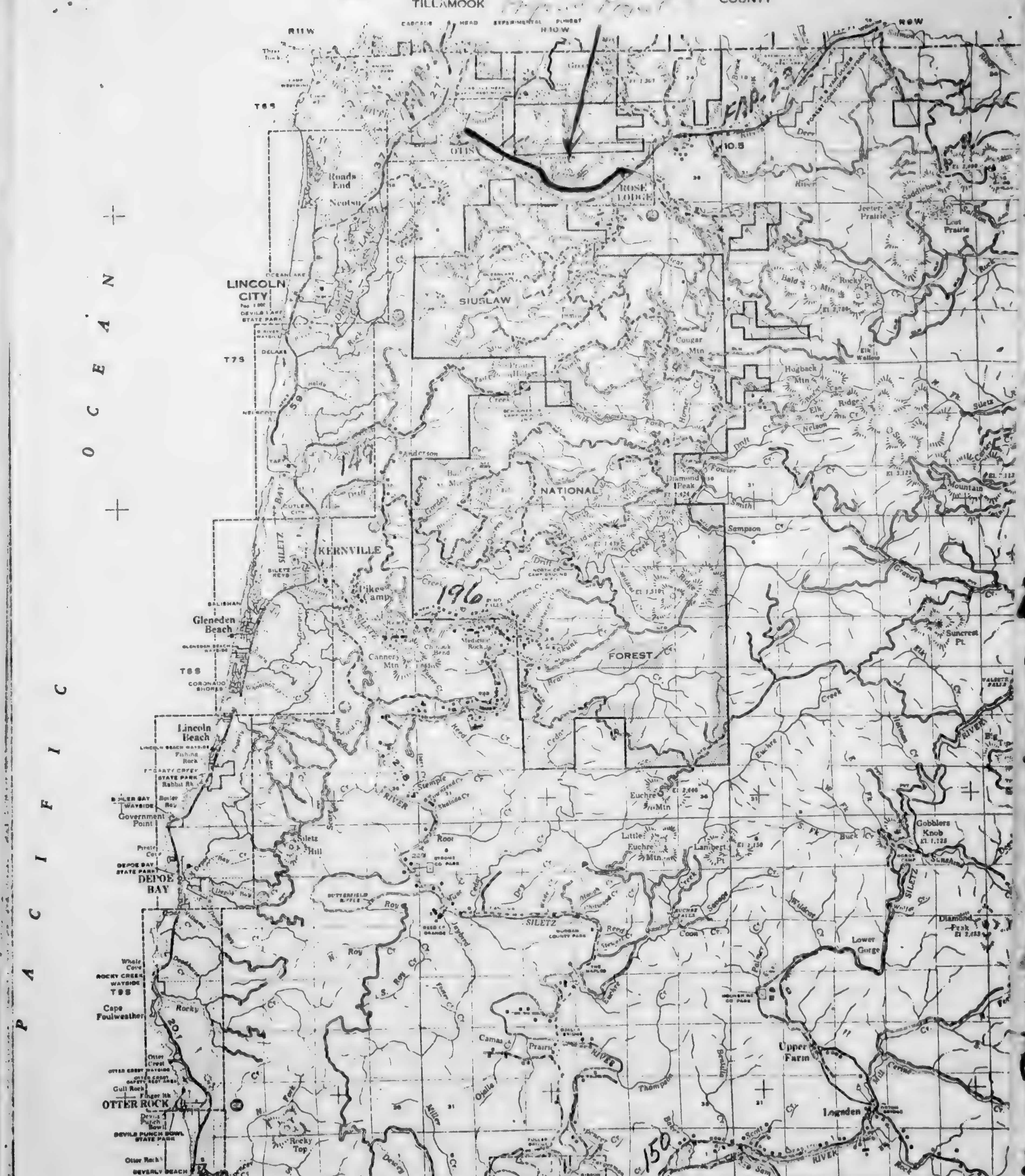
Type of Base:
Pit or Quarry Run ___
Crushed Stone X
Asph. Treated X
Cement Treated ___

Slope __:__
Slope __:__

Foot paths:
Asph. Conc. ___
Gravel ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___


TILLAMOOK COUNTY
Proposed Project
CASCADE HEAD EXPERIMENTAL FOREST
R11W
R10W
R9W
T6S
T7S
T8S
T9S
FAP-28
10.5
PACIFIC OCEAN
Roads End
Neotsu
DEVILS LAKE
LINCOLN CITY
OTIS
ROSE LODGE
SIUSLAW
NATIONAL
FOREST
Jeeter Prairie
Saddleback
Lost Prairie
Bald Mtn
Rocky Pt
Cougar Mtn
Hogback Mtn
Elk Wallow
Rider Cr
Nelson Cr
Diamond Peak
Sampson Cr
Fowler
Drift Cr
Anderson
Schooner Cr
Delake
Nelscott
Taft
Cutler City
SILETZ BAY
KERNVILLE
Pikes Camp
Salishan
Gleneden Beach
GLENEDEN BEACH WAYSIDE
CORONADO SHORES
Cannery Mtn
Chinook Bend
Medicine Rock
Skunk Cr
Gravel Cr
Suncrest Pt
Euchre Creek
Euchre Mtn
Little Euchre Mtn
Lambert Pt
Gobblers Knob
Diamond Peak
Lower Gorge
Upper Farm
Logsden
Lincoln Beach
Fishing Rock
Boiler Bay
BOILER BAY WAYSIDE
Government Point
Pirate Cove
DEPOE BAY STATE PARK
DEPOE BAY
Siletz Hill
Stemple Cr
Sunshine Cr
Roy Cr
Butterfield Riffle
Cedar Cr
Reed Cr
Coon Cr
SILETZ RIVER
Camas Prairie
Thompson
Whale Cove
ROCKY CREEK WAYSIDE
Cape Foulweather
Otter Crest
Gull Rock
OTTER ROCK
Devils Punch Bowl
DEVILS PUNCH BOWL STATE PARK
Otter Rock
BEVERLY BEACH STATE PARK
BEVERLY BEACH
Rocky Top
SILETZ
Camp Twelve
Mill Cr
Sam Cr
101
149
196
150
832

8369 Grass Valley Rock Prod. 1976
[illegible] project NW of Grass Valley

DEPARTMENT OF JUSTICE

Memorandum

TO: John Leahy
Chief Counsel, Trial Section

DATE: May 6, 1977

FROM: Jack L. Sollis
Assistant Attorney General

NOTED
E. S. HUNTER

SUBJECT: Contracts Number 8369, 8371 and 8372

I enclose three files relating to contracts on which Horton Brothers were the low bidders and were unable to get a performance bond and therefore backed out and did not accept the jobs. I believe by a review of the correspondences you will see how the Highway Division has justified their claim for the amount of the bid bonds ($21,674.70).

The Highway Division now wishes to institute legal proceedings against Horton Brothers to collect these bid bonds. I don't know if you can do it in one lawsuit or three, but whichever is appropriate please assign somebody to draft the complaints and institute legal proceedings.

I have included along with the files relating to these three contracts the bid proposals of Horton Brothers which includes a copy of their bid bond that accompanied their proposals.

If you have any questions or if whoever you assign these to have any questions, I would be most happy to try to answer them. Please make sure that the three files I am forwarding to you do not get lost as these are the main office files on these three contracts and are the original files containing all the information that the Highway Division has on these three contracts. If they feel that it would be better, perhaps you should xerox what they need from these three files and return them to me.

JLS:sjb
enclosure

cc: E. S. Hunter
Walt Barrie

cy Keasey
Cce Head
5-6-77

RECEIVED
STATE HWY ENGR
MAY 6 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8369

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

NOTED
E. S. HUNTER

March 1, 1977

St. Paul Fire and Marine Insurance Company
700 N. E. Multnomah
Portland, OR 97232

RE: Horton Brothers, Rock Production Contracts: #8369 (Grass Valley), #8371 (Ukiah), and #8372 (Meacham)

Dear Sirs:

On January 19, 1977 you were sent a copy of a letter addressed to Mr. James P. Harrang, attorney for Horton Brothers, relating to breach of contract by them on the three contracts listed above.

I now enclose for your information a copy of the letter from Mr. Harrang declining to make payment to the Highway Division for the amount of the bid bonds on the three projects totalling $21,674.70.

Demand is hereby made upon you for payment under the three bid bonds in the amount specified above. If payment is not made within 10 days from the date of this letter, the Highway Division will have no choice but to institute legal proceedings to collect the same.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure

cc: ✓E. S. Hunter

RECEIVED
STATE HWY ENGR
MAR 2 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

JOHNSON, HARRANG & MERCER
ATTORNEYS AND COUNSELORS AT LAW
101 EAST BROADWAY, SUITE 400
EUGENE, OREGON 97401
TELEPHONE (503) 485-0220

JAMES P. HARRANG
ARTHUR C. JOHNSON
KENDRICK M. MERCER
LESLIE M. SWANSON, JR.
JAMES W. KORTH
STANTON F. LONG
CHARLES G. DUNCAN
JOHN C. WATKINSON
JOHN L. FRANKLIN
JOHN B. ARNOLD
DONALD R. LAIRD
JOYCE HOLMES BENJAMIN
BARRY RUBENSTEIN
R. SCOTT PALMER

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

February 16, 1977

RECEIVED
STATE HWY EN
FEB 17 '77
REFER TO
FOR
R/D D/R Sign

Oregon State Highway Division
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attn: E. F. Hunter

RE: HORTON BROS., Rock Production Contracts: #8369 (Grass Valley), #8371 (Ukiah), and #8372 (Meacham)

Dear Mr. Hunter:

I wish to acknowledge your letter of January 19, 1977, requesting payment within 30 days in forfeiture of the three bid bonds totaling $21,674.70, furnished by Horton Bros. on the above contracts. Your request for payment is respectfully declined for the reasons that follow:

1. By way of brief review, I understand the situation with respect to the bidding on these contracts to be as follows:

	#8369 Grass Valley	#8371 Ukiah	#8372 Meacham	TOTAL
Horton bid:	$53,570.	$58,927.	$104,250.	$216,747.
Highway Division Engineer's Estimates:	69,000.	83,000.	169,000.	321,000.
Job award to Taggart, 2nd low bid:	64,900.	85,595.		)
(Taggart bid on Meacham, $69,000)				)
E.H.Itschner bid (2nd low) on Meacham job.			147,500	) 297,995
Meacham job relet to Jarl Construction, Inc. as #8417.			141,250	

2. Although concededly not determinative of this problem, the figures disclose that the Highway Division obtained performance of these three contracts for $297,995--$23,005. under the Engineer's estimates of $321,000. The figures further disclose that Horton's bid when aggregated on the three jobs, was 27.26% under the second low bidders on June 2, and 32.47% under the Engineer's estimates.

The overage standard disparity in bids in the construction industry, historically, has been 3-1/2% to 5% between the low and second bidders. The bonding companies will write performance bonds if the bid spread is in the range of 5% to 10%, but will ask questions and make a substantial inquiry in the 10% range and, perhaps, decline to write the bond. Any spread above 15% is considered by the bonding industry to be clearly unreasonable and unbondable except in rare instances.

3. Horton's bid was submitted May 27, and the bid opened June 2. Promptly thereafter, Horton discovered that no allowance had been made in its bid for the compaction factor in stock piling, known to run about 30% of volume. Promptly upon this discovery, Horton Bros. notified your office and conferred with your personnel at Salem with the request that either the bid be corrected to add the compaction factor, or that they be allowed to withdraw the bid. Both requests were denied, notwithstanding that correction of the error would have increased Horton's bid on all three jobs from $216,747. to $281,771.10, still $16,223.90 below the second low bids totaling $297,995.

4. Horton's request for relief, although made after the bid opening, appears to fall within§102.18 of the Standard Specifications for Highway Construction contracts providing that after a proposal has been opened and read, and with the consent of the bidder, the Division may correct a patent error. It is submitted that a bid spread on these three jobs combined between $216,747. for Horton, and $297,995. for the second low bidders, a spread of $81,248. is "too good to be true" and a public agency should not seek to snap it up.

5. Although I know that you are well aware of it, the general rule is well stated in 64 American Jurisprudence 2d, Public Works and Contracts, §84, as follows:

> "Where a bid for a public contract patently discloses that in all probability it is based on a mistake, whether by reason of a great disparity in comparison with other bids, or otherwise, the offeree is charged with knowledge of the mistake, and, if mistake is shown, cannot take advantage of any act done with such knowledge toward binding the bidder to a contract."

6. From Rushlight Co. v. City of Portland, 189 Or 194 (1950), and State Highway Commission v. State Construction Co., 203 Or 414 (1955), it appears that a bidder, to be entitled to relief from a mistaken bid, must prove:

6.1 A material mistake.

6.2 That the State knew or should have knownof the mistake.

6.3 That the mistake was honest, unintentional, and not due to gross negligence or willful neglect.

6.4 That the bidder acted promptly in informing the public authorities of the mistake and in requesting withdrawal of the bid or an opportunity to correct the error.

6.5 That the State did not suffer any damage as a result of the mistake.

We believe that all of these elements are present in this circumstance. In State Construction Co., the engineer's estimate was $240,030. The low bid was $172,699., and the second low bid $232,980., a spread of approximately $60,000. as contrasted with over $81,000. with Horton. In State Construction, the trial court found that the mistake was apparent on the face of the bid, when compared with the other bids submitted and the engineer's estimate. We think the rationale of that case is convincing in the instant situation.

7. I note also that under ORS 279.035, the Division may reject all bids if it is in the public interest to do so, and under Standard Specification §102.18, may reject any or all bids. It has, I believe, been demonstrated to the Division that because of the bid spread in this situation it was absolutely impossible for Horton to obtain a performance bond from any surety company. Strenuous efforts were made to obtain such bonds both from St. Paul and United Pacific. When performance bonds are unavailable in such circumstances, it seems to me it is not in the public interest for the Division to seek forfeiture of the bid bonds because to do so will influence contractors to raise their bids seeking to avoid a situation in which the bids are so low that the performance bonds are unobtainable as a practical matter. It seems to me that the Division has an interest in encouraging low bids without penalizing a bidder who is so low that he cannot obtain a performance bond.

If you wish any further information or background upon this matter, please let me know and I will endeavor to obtain it forthwith. It is requested that the Division review its position and withdraw its demand for forfeiture under these circumstances.

Sincerely yours,

James P. Harrang

JPH:pt

cc: Horton Bros., Inc.
211 King Street
Brookings, OR 97415
Attn: Donald Horton

5269

1/9

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 19, 1977

Mr. James P. Harrang
Johnson, Harrang & Mercer
Attorneys and Counselors at Law
101 East Broadway, Suite 400
Eugene, OR 97401

Dear Mr. Harrang:

Horton Bros. Breach of Contract
Rock Production
Contracts 8371, 8417, 8369

The three contracts set out above have now been completed by the other contractors and the final costs to the Highway Division by reason of breach of contract by your client have now been determined.

As you will recall, the Highway Division advertised three rock production projects. Your client submitted the low bid on all three projects and the bids were accepted by the Highway Division. The Highway Division forwarded the contract documents to your client and your client did not return them executed within the ten-day period as set forth in Section 103.07 of the Standard Specifications, which provides as follows:

> "...Failure on the part of the bidder to whom the contract is awarded to execute the contract and to deliver the contract and required performance bond as provided above shall be just cause for cancellation of the award, withdrawal of the contract and forfeiture of proposal guarantee. The forfeited proposal guarantee shall become the property of the Division, not as a penalty but in liquidation of damages sustained. Award may then be made to the next lowest responsible bidder, or the work may be readvertised, or it may be constructed under contract or otherwise, as the Division may decide..."

It is our position that the damages sustained as referred to in Section 103.07 relate to the additional costs to the Division in having the contracts performed by the second lowest bidder or, in the case of the one contract, re-advertised and performed by another contractor.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Your position that the fact the jobs were finally performed by other contractors at less than the engineer's estimate and should relieve your client of forfeiture of his proposal guarantee is, in our opinion, not valid. The engineer's estimate has nothing to do with the contract obligation your client assumed when he submitted his bid and the bid was accepted.

On Contract No. 8371, the actual rock produced was 10,452.4 cubic yards at $7.10 a yard and 2,082.9 cubic yards at $6.95 per yard. The added extra cost to the State by reason of having to go to the second low bidder was $2.23 per yard on the 10,000 cubic yards and $2.08 per yard on the 2,082.9 cubic yards. This amounted to $26,632.43.

The State also incurred extra expense in doing highway maintenance work in the area of that job because the rock was not available when needed. These additional expenses involved the hauling of aggregate mix for a considerable distance, thus requiring extra hauling expense and extra labor because the time expended was substantially in excess of what would have been necessary had the rock been available. The amount of this cost on Contract No. 8371 was $4,239.16. Thus, the total extra cost to the State by reason of the breach of contract on Contract No. 8371 was $30,871.59, as opposed to the bid bond of $5,892.70.

On Contract No. 8417, the added cost to the State for 24,292.91 cubic yards actually produced at $5.65 a yard was $1.48 per yard difference, or a total of $35,953.50. This contract was covered by a performance bond in the amount of $10,425.

On Contract No. 8369, the contract amount of 11,000 cubic yards was produced at $5.90 per cubic yard, or an added amount of $1.03 per cubic yard, for a difference of $11,330. The bid bond on this contract was $5,357.

It is the position of the Oregon State Highway Division that the added costs as set out above were caused by reason of Horton Bros.' breach of contract with the State in failing to execute the contract document within the time specified, thus causing the State to have to rely on the second low bidder to complete two of the jobs and having to re-advertise one of the jobs because the second low bidder was unable to take the job because of commitments made after the bid opening.

The Highway Division will therefore consider the three bid bonds totaling $21,674.70 to be forfeited because of this breach of contract and will expect payment to the Highway Division by your client or the surety within 30 days from the date of this letter.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Deputy State Highway Engineer

cc St. Paul Fire and Marine
Insurance Company
700 N. E. Multnomah
Portland, OR 97232

bc H. S. Coulter
Cecil Head
C. T. Keasey
L. W. Rulien
Jack Sollis

JLS:ESH:ja

NOTED
C. W. HEAD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR
January 7, 1977

FROM: C. T. Keasey C T Keasey
Construction Engineer

SUBJECT: Contracts 8371, 8417, 8369
Rock Production
Horton Bros. Default

TO: E. S. Hunter
Deputy State Highway Engineer

The three rock production projects for which Horton Bros. was low bidder but subsequently did not enter into the contracts, are all completed. The disposition of their bid bonds on all three projects is still pending. Attached are two sheets of tabulated data on the projects comparing bid quantities and amounts with what was actually performed. Copies of the detailed bid tabulations are also attached. The way we reconcile this, the additional cost to the State from doing the work by others is more than 3-1/2 times the amount of the Horton Bros. bid bonds. Fortunately all three projects were completed with no changes and very close to the contract quantities. It appears that the bid bonds should be forfeited to the State in their entirety. Jack Sollis is awaiting this information.

JAB:CTK:mk

Attach.

cc Jack Sollis
Ole A/G a
letter and then
discuss.
ESH

RECEIVED
STATE HWY ENGR
JAN 7'77
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act	File

PROPOSAL GUARANTY FORFEITURES - HORTON BROS.

Ukiah R. P. Contract 8371

Bids opened 5-27-76

Engineers Estimate $82,885.00

Horton Bros. Inc.	58,927
R. J. Taggart	85,595

Completed 9-29-76

Contract	Actual
10,000 c.y. @ 7.10	10,452.4 c.y.
2,100 c.y. @ 6.95	2,082.9 c.y.

(No haul adjust. or added orders)

Meacham R. P. Contract 8417

Bids opened 5-27-76

Engineers Estimate $168,750

Horton Bros. Inc.	$104,250.00
E. H. Itschner	147,500.00

Bids reopened 8-5-7

Engineers Estimate $156,250

Jarl Const.	$141,250

Contract	Actual
25,000 c.y. @ 5.65	24,292.91 c.y.

Completed 10-25-1976

(No haul adjust. or added orders)

Grass Valley R. P. Contract 8369

Bids opened 5-27-76

Engineers Estimate $69,250

Horton Bros. Inc.	53,570
R. J. Taggart	64,900

Contract	Actual
11,000 c.y. @ 5.90	11,953.95 c.y.

Completed 8-27-76

(No haul adjust. or added orders)

January 7, 1977

DAMAGES: HORTON BROS. FORFEITURES

			Horton Bros. Bid Bond (10% of bid amount) *
Ukiah Contract 8371			$ 5,892.70
Limit to contract quantity or actual quantity cost difference (whichever is less)			
10,000 c.y. x 2.23 diff.	=	$22,300.00	
+ 2,082.9 c.y.x 2.08 diff.	=	4,332.43	
		26,632.43	
Plus maintenance crew extra patching cost		4,239.16	
Meacham Contract 8417			10,425.00
Actual quantity cost difference			
24,292.91 x 1.48 diff.	=	35,953.50	
Grass Valley Contract 8369			5,357.00
			$21,674.70
Limit to contract quantity cost difference			
11,000 c.y. x 1.03 diff.	=	11,330.00	
TOTAL		$78,155.09	

*All from St. Paul Fire & Maine Insurance Co.
500 N.E. Multnomah
Portland, OR 97232

January 7, 1977

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Sollis
Assistant Attorney General

DATE: October 31, 1983

FROM: Leslie B. Hampton
Assistant Chief Trial Counsel

SUBJECT: Ukiah project (L-7540)
Meacham project (L-7541)
Grass Valley project (L-7542)

As you will probably recall, the above three legal files were set up in connection with the three above referenced crushing and stockpiling contracts. Horton Brothers, the successful bidder in each of the three contracts could not obtain performance bonds and thus were unable to execute the contracts with the state. Horton's three bids averaged 42.8% below the second bidder's and 54.5% below the engineer's estimates. Horton did not ask to withdraw the bids prior to bid opening. However, he claimed that no allowance had been made in the bid for the compaction factor in stockpiling. (They alleged to run about 30% of volume.) They then asked that their bids be corrected for the compaction factor or that they be allowed to withdraw the bids, both requests were denied and these files were set up for potential litigation.

The facts in this case are borderline. As you know, a public unit cannot "snap up" a bid that appears to be too good to be true. Neither can the government take advantage of a bid which is in all probability based on a mistake. 64 Am Jur 2d Public Works and Contracts § 84, Rushlite Co. v. City of Portland, 189 Or 194 (1950); State Highway Comm. v. State Construction Co., 203 Or 414 (1955). As you will remember, the last cited case was Charlie Peterson's bid forfeiture case involving the Marion Street Bridge. The contractor had deleted some sheet piling in its bid. The Supreme Court ruled that the state in a bid mistake situation could not forfeit the bid bond.

The files were assigned to Don Howe for two or three years. In the press of other business, the complaints were not filed. Our 50-50 plus or minor chances undoubtedly was a factor in the failure to file the complaints.

You and I have discussed the possibility of cancelling these files on two or three occasions during the last two or three years. Now the contract statute of limitations has run and we no longer have a cause of action. My own opinion is that the three cases were losers from the start. The courts have let contractors off the hook in most instances where the contractors have a mistake argument. Please cancel and close the legal files.

LBH:mj
cc: Contract 8369 File; Contract 8371 File; Contract 8372 File

8369

1⁵

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 24, 1976

TO Carroll Keasey
Construction Engineer

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Ukiah Rock Production Damages

The Grass Valley and Ukiah Rock Production projects are now complete. You should analyze our damages as a result of Horton Brothers being unable to obtain a performance bond and make your recommendation regarding forfeiture of the bid guaranty.

ESH:ja

cc H. S. Coulter
Jack Sollis
Cecil Head (enc.)
Robert Church (enc.)
Pat Schwartz

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

November 19, 1976

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Ukiah Rock Production Damages

TO: E. S. Hunter
Deputy State Highway Engineer

SALEM

Your November 2, 1976 letter requested damages to date and anticipated damages due to the delay in the award of the above project.

When it was determined that the State paving plant would not be able to set up in the Ukiah area this summer, it became necessary to haul AC from Pendleton. Because this material had to be hauled 50 to 60 miles with small trucks and placed with a four-man crew, it was a very expensive operation. The crew averaged only eighteen tons a day. In the period from July 14, 1976 to August 9, 1976, the crew hauled sixteen days and patched the worst sections of the highway. The total cost of this effort was $8,015.12. (See attachment.)

Had it been possible for the paving crew to operate in the Ukiah area, they would have placed this tonnage in four hours.

Naturally, this patching effort did not adequately cover the needed repairs. However, because it would be nearly impossible to authenticate what damage caused by the delay may or may not result this winter, we would recommend that the total damage be established at $8,015.12.

DDA/dlm
Attachment

cc: Jack Sollis
C. T. Keasey
H. W. Oswald

RECEIVED
STATE HWY ENGR
NOV 23 '76
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

AC PATCHING DONE BY UKIAH SECTION CREW

July & August, 1976

Date	Tons AC	Man Hrs.	Equip. Shifts
7-14-76	12.08	32	1
7-13-76	12.73	32	1
7-12-76	12.33	20	1
7-22-76	6.05	24	1
7-21-76	12.32	32	1
7-19-76	12.03	32	1
7-16-76	12.28	28	1
7-29-76	23.98	34	2
7-28-76	24.32	40	2
7-27-76	23.95	40	2
7-26-76	23.9	40	2
7-23-76	17.86	32	2
8-5-76	18.2	24	2
8-4-76	11.82	24	2
8-3-76	23.78	40	1
8-9-76	37.26	40	2
	284.89	514	24

Material - 284.89 Tons @ $12.25/Ton =	$3,489.90
Labor - 514 M. Hrs. @ $7.73/hr.MWII =	3,973.22
Equipment - 24 shifts @ $23/shift =	552.00
TOTAL COST	$8,015.12

8269

1

FORM E-30X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE November 2, 1976

TO W. E. Schwartz
Regional Engineer

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Grass Valley and Ukiah projects

The low bidder on both the Grass Valley and Ukiah projects was Horton Brothers. Horton Brothers was unable to obtain performance bonding and both projects were subsequently awarded to R. J. Taggart, the second low bidder. The proposal guarantee of Horton Brothers for both projects has been retained until such time as we can determine the amount of our damages.

I note in your October 22, 1976 letter requesting a time extension for the Ukiah project that you anticipate additional expenses the Department will sustain due to cancellation of the maintenance paving plant setup scheduled for Ukiah and the increased maintenance work anticipated on the pavement not repaired as a result of the cancelled plant setup.

The amount of the proposal bond which the Department ultimately retains may be judged on the documented damages sustained by the Department and the public. It would appear that some of the damages cannot be authenticated until any needed repair work is completed next season. It is important, however, that you put together (as soon as possible) a letter containing all known damages to date and anticipated damages including the actual dollar amount of the damage and an estimate of what the anticipated damages might come out to.

Please carbon copy Jack Sollis and the Construction Engineer with your report.

ESH:ja

cc H. S. Coulter
C. T. Keasey
Jack Sollis
Robert Church

November 2, 1976

R. J. Taggart Construction
Company, Inc.
2611 - 35th Avenue, N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8371 for work on Ukiah Rock Production on the Pendleton-John Day Highway in Umatilla County.

Careful consideration was given to the reasons you submitted. In light of the available facts, a complete time extension is granted to the September 29, 1976 actual completion date. This is because of late awards of both this contract and the Grass Valley Contract No. 8369 to your firm.

This will delete all liquidated damages.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Jack Sollis
Robert Church
Pat Schwartz

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8371

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 26, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Ukiah Rock Production
Contract No. 8371
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

R. J. Taggart Construction Company requests that the specified completion date on this project be increased from August 15 to September 30, or 46 days. Actually the project was completed September 29 with 45 days liquidated damages assessed at $75 per day for a total of $3,375.

The background on this project is similar to the Grass Valley Rock Production (Contract No. 8369) which this same firm performed after being second bidder. The original low bidder, Horton Brothers, could not obtain performance bonding and did not perform either project and it happens that the Taggart Company was second bidder on both projects.

Some pertinent dates are:

Bids opened	May 27
Contract sent to Taggart	July 19 (53 days later)
Work started	August 27 (after completion of Grass Valley)
Project completed	September 29

Under Section 103.08 of the Standard Specs., we could consider time extension for time in excess of 20 days after bid opening until the contract is sent. On the subject project, this is 33 days. I note there was also a 3.3 percent overrun in the crushed quantities which could also justify 2 days and the weekend prior, or perhaps as much as 4 days.

These were State projects and the award and contracting process should ordinarily have required less than the 20 days allowed by the specifications, so a contractor could reasonably have expected to start work quite promptly. Ordinarily, we do not sanction interrelating one project to another for time extension purposes, but since both these rock production projects had the same completion date, namely, August 15, some additional perspective can be gained by looking at the overall sequence.

Taggart actually accomplished both projects in 65 days overall after they started work on Grass Valley July 26. Using the same performance time, had the contracts been awarded so they could start work by June 11 (which is not unreasonable after a May 27 bid opening) both projects would have been completed by August 15 as specified. I therefore believe there is basis to grant the complete time extension on Ukiah as requested.

Dale Allen's October 22 letter on this request is attached and I call your attention to the last paragraph citing the fact that the State was not able to have a maintenance paving set up in the Ukiah area this year because of this late rock production. This may be pertinent in relation to the forfeiture of the Horton bid bond.

This is a State project. A rough draft letter to the contractor on the basis of a complete time extension is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
OCT 28 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
October 22, 1976

FROM: Dale D. Allen
Regional Construction Engineer
Dale D. Allen

TO: C. [illegible] Keasey
Construction Engineer

SALEM

SUBJECT: Request for Time Extension
Ukiah Rock Production
Contract No. 8371
Umatilla County

Attached is a Request for Time Extension from R. J. Taggart Construction Company for the Ukiah Rock Production.

Bids were opened on this project on May 27, 1976; and the project was awarded to Horton Brothers, Inc. Due to reasons we are not familiar with, Horton Brothers, Inc. were not able to honor the contract and it was subsequently awarded to the second bidder, R. J. Taggart Company, on July 19, 1976, 53 days later.

This project was set up with a completion date of August 15, 1976. The matter is somewhat complicated by the fact that the low bidder on both the Grass Valley and Ukiah projects was Horton Brothers; and when they threw in their bid, R. J. Taggart was responsible to complete both projects. Because of the 53-day delay in awarding the contract, it was not possible for Taggart to meet the August 15 deadline on the Ukiah project. He did, however, move onto the project on August 27, work double shifts, and complete the project September 29, 1976. We feel that he diligently pursued the work.

Time ext. [illegible] Aug. 25.

In accordance with Section 103.08 he would be allowed an extension of 33 days because of the delay in the award of the contract. We, therefore, recommend approval of Taggart's request for a time extension with no penalty assessment.

But there are 45 days
Time liq. dam.
@ $75
3375.

This delay, however, which we feel was caused by Horton Brothers, Inc. not honoring the contract, did require that we cancel a maintenance paving plant setup scheduled for Ukiah and, thereby, cause an indirect and possibly substantial damage to the Highway Division. Because we were unable to perform any maintenance hot-mix patching in the Ukiah-Long Creek areas, we will be going into the winter with the anticipation of increased maintenance work on the deteriorated pavement.

DDA/dlm
Attachments

cc: H. N. Van Cleave

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
OCT 25 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

3.3% quality [illegible].

E-320 (Rev.)-5M-5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 13, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Aug. 15 days to Sept. 30 days, within which to complete our Contract No. 8371, without the assessment of liquidated damages. The said contract is described as follows:
Rock Prod. Project on Pendleton-John Day Hy. in Umatilla Co. Bid Date May 27

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:
The low bidder on both the Grass Valley (#8369) and the Ukiah (#8371) Rock Production Projects was unable to honor his contract and we were awarded the jobs on July 8, and July 19,1976. With a scheduled completion date of August 15, 1976 on both projects, it would have been an impossibility to meet the deadline. We are expecting a completion date of Sept. 30, 1976. Hopefully, this extension time will be agreeable with you. Thank you.

Respectfully submitted,

R.J. TAGGART CONSTRUCTION CO. INC.
Contractor

By Billy Taggart Sec.-Treas.

CONSENT OF SURETY

Date September 15, 1976

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stanley P. Duyck
Stanley P. Duyck, Attorney-in-fact

(SEAL)

Stanley P. Duyck
Stanley P. Duyck, Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8371 Contractor R. J. Taggart Construction Co., Inc.

Highway Pendleton-John Day

Section Ukiah Rock Production

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend complete time extension because of late award of contracts for both this project and Grass Valley Rock Production Contract 8369.

Recommended for Approval:

Dale Allen
Division Engineer

for
Construction Engineer or ~~Bridge Engineer~~

E D Hunter
State Highway Engineer

Contract No. 8371
Project designation
State-Federal
Date awarded July 19, 1976
Work started August 27, 1976
Per cent completed 100%
Date
No. of Workdays Allowed Aug. 15 Comp. Date
No. of Workdays Used Sept. 29 Completed
No. of Added Workdays Requested Aug. 15 to Sept. 30

State Printing 27039

8369 15

November 2, 1976

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On October 28, 1976, we wrote to you concerning release of final payment on Contract No. 8369 awarded to R. J. Taggart Construction Co., Inc. for the Grass Valley Rock Production Project of the Sherman Highway in Sherman County.

Final payment on this contract is $4,150.53 and the total contract amount is $70,528.30. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: R. J. Taggart Construction Co., Inc.
2611 35th Avenue, N.E.
Salem, OR 97303

bc: C. T. Keasey
Walt Hart
V. E. Skoog (Attn: Dick Hacek)
C. M. Williams

8364

October 1, 1976

R. J. Taggart Construction Company, Inc.
954 Huron Court, S. E.
Salem, OR 97302

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8369 for work on the Grass Valley Rock Production project on the Sherman Highway in Sherman County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of 10 days is granted because of late award of the contract. This extends the time to the actual August 25, 1976 completion date and will delete all liquidated damages.

Very truly yours,

for E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Carl Williams

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8369

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 29, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Grass Valley Rock Production
Contract No. 8369
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Herewith request from Taggart Construction Company for a 10 day extension in the specified completion date on this project, changing it from August 15 to August 25, 1976. This latter date is the completion date of record, so we have assessed 10 days liquidated damages at $75 per day for $750.

The contractor's request is based on the late award of this project to the Taggart firm. Bids were opened May 27 with six bidders and the apparent low bidder then (Horton Brothers, Inc.) alleged an error in their bid. Horton Brothers subsequently concurred that the job be awarded to the second bidder, Taggart, but requested that forfeiture of their bid bond be delayed pending performance of the work and determination whether the Department actually sustained any damage (the significance of this escapes me, as the difference between the Horton and Taggart bids was $11,330 and the bid bond is in the amount of only $5,300).

The contract was sent to Taggart under date of July 8, or 42 days after the bid opening. This is 22 days more than the 20 day allowance set forth in 103.08 and is therefore eligible for consideration for time extension. Taggart started work on this project July 26 and worked steady the following 4-1/2 weeks to the August 25 completion.

I recommend the 10 days be granted because of the late award. I do not see where return of $750 liquidated damages to Taggart on this basis should change the merit of the State's claim against Horton's bid bond. This was a State project. A rough draft letter to Taggart is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
SEP 30 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8369 Contractor Taggart Construction Co., Inc.

Highway Sherman

Section Grass Valley

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Contractor was awarded project after low bidder was unable to honor his bid. Contract was first awarded to low bidder on June 4, 1976, but was subsequently withdrawn and re-awarded to Contractor on July 8, 1976. Because of prior commitments, Contractor was not able to move onto project until July 27, 1976. No consideration was given to adjustment of time when contract was re-awarded. An adjustment in time for the later award date would have established a completion date of September 17, 1976. Completion date should be adjusted to Actual Completion Date.

Construction Section: The contract was sent to Taggart 42 days after the bid opening. Ten day extension recommended.

Recommended for Approval:

for Division Engineer

for Construction Engineer or ~~Bridge Engineer~~

Acting Ass't State Highway Engineer

Contract No. 8369

Project designation State (State-Federal)

Date awarded July 8, 1976

Work started July 27, 1976

Per cent completed 100 Percent

Specified Completion Date ~~No. of Workdays Allowed~~ August 15, 76

Actual Completion Date ~~No. of Workdays Used~~ August 25, 1976

No. of Added ~~Workdays~~ Calendar Days Requested 10

State Printing 37939

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 13, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Aug. 15 days to Aug 25 days, within which to complete our Contract No. 8369, without the assessment of liquidated damages. The said contract is described as follows:

Grass Valley Rock Production in Sherman County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The low bidder on the Grass Valley Rock Production Project was unable to honor his contract and we were awarded the job on July 8, 1976. After completing previously scheduled contracts we moved on to the Grass Valley job the last week in ~~August~~ July. Contract was completed by Aug. 25.

Respectfully submitted,

R.J. TAGGART CONSTRUCTIONCO. INC.
Contractor

By Betty Taggart Sec.-Treas.

CONSENT OF SURETY

Date September 15, 1976

We, UNITED PACIFIC INSURANCE COMPANY

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stanley P. Duyck
Stanley P. Duyck Attorney-in-fact

(SEAL)

Stanley P. Duyck
Stanley P. Duyck Resident Agent

8369

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Grass Valley Rock Production

WEEK ENDING: September 11, 1976

SECTION PREFIX: 28-8312

HIGHWAY: Sherman

COUNTY: Sherman

NAME OF JOB: Grass Valley Rock Production

KIND OF WORK: Rock Production

CONTRACTOR: R. J. Taggart Comstruction Co., Inc.

CONTRACT NUMBER: 8369

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 8, 1976

DATE WORK STARTED: July 26, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: August 15, 1976

PERCENT OF TIME ELAPSED: 49/38 = 129

PROJECT AUTHORIZATION $74,310.50

EXCLUSIVE OF ENGINEERING $67,820.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $69,871.34

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.6 %

ENGINEERING AUTHORIZATION $6,490.00

This eek 0.00

ENGINEERING COST TO DATE $2,324.86

PERCENT OF AUTHORIZATION 36 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97

DATE PROJECT WAS COMPLETED: August 28, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			11,000Cu.Yd.		
TOTAL QUANTITIES CORRECTED TO DATE			11,843Cu.Yd.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			11,843Cu.Yd.		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 5	Cloudy & Windy			
MONDAY 6	Cloudy & Windy			
TUESDAY 7	Fair & Warm			
WEDNESDAY 8	Fair & Warm			
THURSDAY 9	Fair & Warm			
FRIDAY 10	Fair & Warm			
SATURDAY 11				

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
SEP 13 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 5	No activity all this week.
MONDAY 6	
TUESDAY 7	
WEDNESDAY 8	
THURSDAY 9	
FRIDAY 10	
SATURDAY 11	

REMARKS

Job Status: The project is completed. The semifinal material will be submitted by September 14, 1976.

SIGNED Norman L. Oliva LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8341

15

JOHNSON, HARRANG & MERCER
ATTORNEYS AND COUNSELORS AT LAW
101 EAST BROADWAY, SUITE 400
EUGENE, OREGON 97401
TELEPHONE (503) 485-0220

JAMES P. HARRANG
ARTHUR C. JOHNSON
KENDRICK M. MERCER
LESLIE M. SWANSON, JR.
JAMES W. KORTH
STANTON F. LONG
CHARLES G. DUNCAN
JOHN C. WATKINSON
JOHN L. FRANKLIN
JOHN B. ARNOLD
DONALD R. LAIRD
JOYCE HOLMES BENJAMIN

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

August 16, 1976

RECEIVED
STATE HWY ENGR
AUG 17 '76
REFER TO
FOR
R.D D.R Sign Att File

Ed Hunter

Department of Transportation
121 State Highway Building
Salem, Oregon 97310

Re: Horton Bros., Inc. - Ukiah, Grass Valley, and
Meacham Rock Production Projects

Gentlemen:

I wish briefly to followup my letter to you of July 15, 1976, concerning the above Projects.

I am now advised that on August 6, the Department awarded the Meacham job, Contract No. 8417, to the low bidder, Jarl Construction, Inc., of The Dalles, at $141,250.

Although the current low bid is above the former bid of Horton Bros., Inc., it is still substantially below the engineer's estimate which I understand to be $169,000. Accordingly, assuming that performance of the contract is obtained, we are hopeful that the Department will not sustain any damage on this or either of the other two Projects and, in due course, that our client's proposal bond will be released. I would appreciate it if you will advise our client's bond status as soon as you are in a position to do so. ✓

Sincerely yours,

James P. Harrang

James P. Harrang

JPH:pt

cc: Mr. Walter Berrie
211 State Highway Building
Salem, Oregon 97310

cc: Mr. Jack L. Sollis
100 State Office Building
Salem, Oregon 97310

cc: Horton Bros., Inc.
Acco Contractors, Inc.

Copies to Hunter & Keasey 8-17-76

Orig - Sollis
Reply please
Ed

RECEIVED
AUG 17 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED

5347

NOTED
E. S. HUNTER

JOHNSON, HARRANG & MERCER
ATTORNEYS AND COUNSELORS AT LAW
101 EAST BROADWAY, SUITE 400
EUGENE, OREGON 97401
TELEPHONE (503) 485-0220

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ORVAL ETTER
OF COUNSEL

July 15, 1976

REFERRED TO
[illegible]

RECEIVED STATE HWY ENGR						
JUL 16 '76						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

Department of Transportation
121 State Highway Building
Salem, Oregon 97310

Re: Horton Bros., Inc. - Ukiah, Grass Valley and Meacham Rock Production Projects

Gentlemen:

On behalf of Horton Bros., Inc., I wish to confirm the following matters stated in telephone conversations Thursday, July 15, 1976, with Counsel Jack L. Sollis, to whom I am sending an additional copy of this correspondence.

1. To assist the problem of the bonding difficulties encountered by Horton Bros., you arranged that Taggert perform the Grass Valley job, as stated in my letter of July 8, and also the Ukiah job. With this assistance, Horton Bros. went forward to endeavor to obtain the needed performance bond on the Meacham job only. Diligent and strenuous efforts have been made to obtain the bond from both St. Paul and United Pacific, without success. Although St. Paul furnished the proposal bond (aka bid bond), they have resolutely refused to issue the performance bond. Their refusal, I am advised, is based principally upon the bid spread which Gene Dietzman, of St. Paul, computed with respect to the Ukiah and Meacham jobs at 42.8% between the low and second bid, and 54.5% between the low bid and the engineer's estimate.

2. Being unable to obtain a corporate surety performance bond, Horton Bros. has made diligent and strenuous efforts to furnish you with a cashier's check or certified check for approximately $104,000. Horton Bros. was able to obtain a loan commitment of $75,000, but could not obtain the balance needed. Accordingly, with both regret and disappointment I must report and confirm the inability to furnish either the performance bond or a cash bond in the form of guaranteed checks.

3. I understand that you will now proceed to re-bid the Meacham job which will now go out to bid on or about August 5. As was previously requested in my letter to you of July 8, and again now with respect to the Ukiah and Meacham jobs, it is respectfully requested that forfeiture of the proposal bond be placed in suspense pending performance of the work and ascertainment, following such performance, whether or not the Department has sustained any damage. If damage is sustained that is less than the proposal bond, it is requested that forfeiture not exceed the actual damage, if any.

4. With respect to any forfeiture, I believe the Department is aware that Horton Bros. has made every possible effort to furnish the performance bond required, but has found it impossible to do so because, I believe, of circumstances affecting the bond market at this time, and not from any lack of diligence or ability under normal circumstances for Horton Bros. to meet your bond requirements. I have been advised by a local insurance agency that in his experience it is unheard of for a surety to write a proposal bond and thereafter refuse to write the performance bond. But, as you know, that is exactly what has occurred to us here.

If I can furnish you any other information or be of any assistance in this matter, please advise. Your courtesies and assistance have been appreciated.

Sincerely yours,

James P. Harrang

JPH:pt

cc: Mr. Walter Berrie
211 State Highway Building
Salem, OR 97310

cc: Mr. Jack L. Sollis
100 State Office Building
Salem, OR 97310

RECEIVED
JUL 16 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8364

13

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 8, 1976

TO Cecil W. Head
Commission Services

FROM E S Hunter
E. S. Hunter
Deputy State Highway Engineer

SUBJECT Grass Valley, Ukiah and Meacham
Rock Production Projects
May 27, 1976 Bid Letting

On May 27, 1976 bids were taken on three rock production projects -- Grass Valley, Ukiah, and Meacham. Horton Brothers, Inc., Brookings, Oregon were the low bidder on all three projects and received award of the contract and documents for execution.

On June 22, Horton Brothers met with me in my office to advise that they had discovered an error in their bid and either wished to correct that error or be relieved of all three contracts. After consultation with Chief Counsel, they were advised by letter that the contract documents must be executed no later than July 8, 1976 or their bid bonds would be forfeited. A copy of that letter is attached.

On this date, Horton Brothers' attorney advised Walt Barrie that they were going to proceed with the Ukiah and Meacham projects as bid. R. J. Taggart Construction Company, Salem, Oregon (second low bidder on the Grass Valley project) has agreed to accept that contract as bid at $64,900, which is substantially under the engineer's estimate of $69,250.

Horton Brothers, Inc.'s bid bond on the Grass Valley project will be retained until Taggart completes the project and damages can be ascertained.

minutes → This afternoon I discussed the situation with Chairman Jackson and he approved award of the Grass Valley project to the second low bidder, R. J. Taggart Construction Company.

ESH:ja

NOTED
C. W. HEAD

cc Glenn L. Jackson
Robert Burco
H. S. Coulter
R. L. Schroeder
V. E. Skoog
Walt Barrie
L. W. Rulien

JOHNSON, HARRANG & MERCER
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H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

July 8, 1976

NOTED
E. S. HUNTER

Department of Transportation
121 State Highway Building
Salem, Oregon 97310

Re: Horton Bros., Inc. - Ukiah, Grass Valley and Meacham Rock Production Projects

Attention: E. S. Hunter

Gentlemen:

On behalf of Horton Bros., Inc., I wish to confirm the following matters developed in conversations Thursday, July 8, 1976, with your Chief Counsel Walter Berrie:

1. Horton Bros. will not perform the Grass Valley job and concurs that this job be awarded to the second bidder, Taggart.

2. With respect to the bid bond on Grass Valley in the sum of $5300, it is respectfully requested that forfeiture of this bond be placed in suspense pending performance of the work and ascertainment, following such performance, whether the Department has sustained any damage. If damage is sustained that is less than $5300, it is requested that the forfeiture not exceed the actual damage.

3. The Department has granted an extension to and including July 15, 1976, for Horton Bros. to obtain performance bonds upon the Meacham and Ukiah jobs. Horton Bros. will proceed immediately with every possible means to obtain the required bond and will furnish the bond as soon as obtained and, in any event, advise your office of the results of the efforts to obtain the bonds on or before the close of business on Thursday, July 15. As I explained to Mr. Berrie by telephone, St. Paul has refused the bonds which are now being sought through Ward Insurance Agency, Eugene, Oregon, who will submit the application to United Pacific.

Thank you for your courtesies and assistance with this problem.

Sincerely yours,

James Harrang

James P. Harrang

JPH:pt
cc: Walter Berrie
211 State Highway Bldg.
Salem, Oregon 97310

RECEIVED
JUL 9 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8371

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 23, 1976

FILE: CON 5
#8369
#8372
#8371

FROM: C. T. Keasey Keasey
Construction Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Horton Bros. Inc. Bids on
Grass Valley Rock Production
Meacham Rock Production
Ukiah Rock Production

NOTED
E. S. HUNTER

A review of the information submitted by Horton Bros. on their bids on the three subject rock production projects indicates a gross error was made in that the stockpile measure was not expanded by 30 percent to convert to truck measure for production and bid calculation purposes.

The calculations have been reviewed by Ed Johnsen and he finds that, except for the above omission, they are reasonable.

Because of this major error, I recommend that Horton Bros. be released from obligation and that the projects be awarded to the 2nd low bidders.

I recommend also that Horton Bros. bid bonds be returned to them.

CTK:fr

Att.

RECEIVED
STATE HWY ENGR
JUN 24 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

COVER SHEET

HORTON ROCK PROD JOBS 6-23-76
SUMMARY.

PROJECT	E E	HORTON'S BID	HORTON'S BID, ADJUST	SECOND BIDDER
#8369 GRASS VALLEY	69,250	53,570	60,000	64,900
#8371 UKIAH	82,885	58,927	73,300	85,595
#8372 MECHAM	168,750	104,250	133,300	147,500

I CONCLUDE THAT HORTON NEGLECTED TO EXTEND HIS ESTIMATED COSTS TO PROPERLY INCLUDE THE COMPACTION FOR STOCKPILE MEASURE.

NO ATTEMPT WAS MADE TO VERIFY THE INTEGRITY OF EACH ITEM USED IN HORTON'S BIDDING ESTIMATE OTHER THAN BEING REASONABLE BY OUR EXPERIENCE NEGLECTING THE COMPACTION.

Ed Johnson
Ch. Cost Engr.

SH 1 of 3

HORTON ROCK PROD. JOBS,

Carroll   Cont #'s 8369, 8371, 8372   6-23-76

From the notes on the estimating sheets and drawings, it is likely that Horton intended to account for the compaction in stockpile measure.

Assuming 1 c.y. paid in stockpile is equal to 1.3 c.y. TRUCK MEASURE per Horton's ~~faulty estimate~~ INTENTION, the following analysis is possible using Horton's figures.

GRASS VALLEY # 8369

11,000 × 1.3 = 14,300 C.Y. Loose aggregate.

ESTIMATE OF COSTS.

PIT DEVELOPMENT, 14,300 @ $0.40 =	$5,720
Water	-0-
LABOR, 6 men × 15 days × $150/day =	13,500
MOVING	5,000
EQ RENT + DEP. 1.3 × 10,000	13,000
HAUL + STOCKPILE 14,300 cy @ $0.50/cy	7,150
CONTINGENCY 1.3 × 5,000	6,500
POS. OPERATING COST	45,000
BONDING	2,000
POS. TOTAL COST	47,000
28% = 13,160, SAY	13,000
	$60,000

EE $69,250
@ ≈ $6.30

$\frac{60,000}{11,000}$ = $5.45 /cy ⇐ (TOTAL $64,900 SECOND BIDDER TAGGART @ $5.90)

SH 2 of 3

HORTON ROCK PRODUCTION JOBS.

UKIAH # 8371

12,100 cy x 1.3 = 15,730 cy LOOSE c.y.

ESTIMATE OF COSTS

PIT DEVELOPMENT 15,730 cy @ $0.45 =	$7,078.50
WATER $1,000 x 1.3	1,300.—
Labor, 6 men x 16 days x $150/day =	14,400.—
MOVING	5,000.—
EQ. RENT AND DEPRECIATION, $10,000 x 1.3 =	13,000.—
Haul & STOCKPILE 15,730 cy x $0.75 =	11,797.50
CONTINGENCY $5,000 x 1.3	6,500.—
POSS. OPERATING COST	59,076
BONDING	2000
POS. TOTAL COST	61,076
20% = $12,215.20, say	12,224
	$73,300

$\frac{\$73,300}{12,100 \text{ c.y.}}$ = $6.06 / c.y.

(TAGGART SECOND BIDDER @ ≈ 7.10/cy TOTAL = $85,595)

IEE $82,885
@ $6^{\underline{85}}$

SH 3 of 3

HORTON ROCK PROD JOBS

MEACHAM #8372

12,000 x 1.3 = 15,600, 13,000 x 1.3 = 16,900,
OR 32,500 C.Y. LOOSE AGG.

ESTIMATE OF COSTS

PIT DEVELOPMENT 32,500 cy @ \$0.25/cy =	\$8,125
WATER, \$2,000 x 1.3	2,600
Labor, 6 men x 33 days x \$150/day	29,700
MOVING,	5,000
EQ. RENT & DEPRECIATION 17,500 x 1.3	22,750
HAUL & STOCKPILE 15,600 @ \$1.50	23,400
" " 16,900 @ \$0.40	6,760
CONTINGENCY 7,500 x 1.3	9,750
POS. OPERATING COST	108,085
BONDING	3,000
POS. TOTAL COST	111,085
20% = \$22,217 SAY	22,215
	\$133,300

$\frac{\$133{,}300}{25{,}000\text{ cy}}$ = \$5.33/cy.

(ITSCHNER SECOND
@ \$5.90/cy, or
\$147,500 TOTAL)

EE \$168,750
@ 6.75

8369

Horton Bros., Inc.

P. O. Box H • Brookings, Oregon 97415 • (503) 469-2460

18 June, 1976.

Department of Transportation,
State Highway Building,
Salem, Oregon 97310.

Attention: C. W. Head, Commission Services.

Sir:

Referring to Contract No. 8369, 8371 and 8372, rock productions, and our telephone conversation this date wherein we discovered an error in bid, we are confirming the arranged meeting in Salem, Oregon at 1:00 P. M. Tuesday, 22 June, 1976. At that time we will bring all records and worksheets, and will appreciate an opportunity to discuss this with you.

Very truly yours,

HORTON BROS. INC.

Donald W. Horton.

Sent copy to
[illegible]

RECEIVED
JUN 21 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

HORTON BROS. INC.

MEACHAM SECTION

June 4, 1976
$104,250.00
August 31, 1976

Contract No. 8372
Prefix: 30-8341

Item	Quantity	Unit Price	Amount
3/8"-10 Material in stockpile	25,000 Cu. Yds.	$ 4.17	$ 104,250.00
	TOTAL AMOUNT OF CONTRACT		$ 104,250.00

HORTON BROS. INC.

UKIAH SECTION

June 4, 1976
$58,927.00
August 15, 1976

Contract No. 8371
Prefix: 30-8340

Item	Quantity	Unit Price	Amount
3/8"-10 Material in stockpile	10,000 Cu. Yds.	$ 4.87	$ 48,700.00
3/4"-1/2" Material in stockpile	1,000 Cu. Yds.	4.87	4,870.00
1/2"-1/4" Material in stockpile	800 Cu. Yds.	4.87	3,896.00
1/4"-10 Material in stockpile	300 Cu. Yds.	4.87	1,461.00
	TOTAL AMOUNT OF CONTRACT		$ 58,927.00

HORTON BROS. INC.

GRASS VALLEY SECTION

June 4, 1976
$53,570.00
August 15, 1976

Contract No. 8369
Prefix: 28-8312

Item	Quantity	Unit Price	Amount
3/8"-10 Material in stockpile	6,000 Cu. Yds.	$ 4.87	$ 29,220.00
1/2" - 1/4" Material in stockpile	2,000 Cu. Yds.	4.87	9,740.00
1/4" - 10 Material in stockpile	3,000 Cu. Yds.	4.87	14,610.00
	TOTAL AMOUNT OF CONTRACT		$ 53,570.00

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

ACCO CONTRACTORS, INC.

ROCK PRODUCTION

[illegible] [illegible]

	(1)	(2)	(3)	(4)
11,000 CY. STOCKPILE MEASURE WITH 30% [illegible] CRUSH 14,300 CY.			NEW CORRECTED COSTS	
ESTIMATED COSTS:				
PIT DEVELOPEMENT	14,300 CY	.40/CY	5.720.00	4.400.00
WATER			-0-	-0-
LABOR	6 MEN, 14 DAYS @ $150/DAY		12600.00	9.900.00
MOVING			5000.00	5000.00
EQUIPMENT RENTAL & DEPRECIATION			13000.00	10000.00
HAULING & STOCKPILE	14300 CY	.50/CY	7150.00	5500.00
CONTINGENCY			5000.00	5000.00
OPERATING COSTS			42470.00	39800.00
BONDING			2000.00	2000.00
TOTAL COSTS			50470.00	41800.00
28%			14131.60	11770.00
			64601.60	53570.00
			5.87/CY	4.87/CY

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

ACCO CONTRACTORS, INC.

ROCK PRODUCTION

UKIAH SECTION

LINE No.	12,100 CY STOCKPILE [illegible] WITH 30% [illegible] [illegible] 15,730 C.Y.	(1)	(2)	(3) NEW CORRECTED COSTS	(4)	LINE No.
1	ESTIMATED COSTS:					1
2	PIT DEVELOPMENT	15730 C.Y.	.45/CY	7078.50	5445.00	2
3	WATER			1300.00	1000.00	3
4	LABOR	6 MEN, 16 DAYS, $150/DAY		14400.00	11700.00	4
5	MOVING			5000.00	5000.00	5
6	EQUIPMENT RENTAL & DEPRECIATION			13000.00	10000.00	6
7	HAULING & STOCKPILING	15730 C	.75/CY	11797.50	9075.00	7
8	CONTINGENCY			5000.00	5000.00	8
9	OPERATING COST			57576.00	47220.00	9
10	BONDING			2000.00	2000.00	10
11	TOTAL COST			59576.00	49220.00	11
12	20%			11915.20	9707.00	12
13	TOTAL BID			71491.20	58927.00	13
14						14
15				5.91/CY	4.87/CY	15

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

Acco Contractors, Inc.

Rock Production

Meacham Section [illegible]

LINE No	25,000 CY Stockpile [illegible] with 30% [illegible] compaction [illegible] 32,500 CY	(1)	(2)	(3) New Corrected Costs	(4)
1	Estimated Costs:				
2	Pit Developement	32500 C.	.25/CY	8125.00	6250.00
3	Water			2600.00	2000.00
4	Labor	6 Men, 32 Days @ $150/Day		28800.00	22500.00
5	Moving			5000.00	5000.00
6	Equipment Rental & Depreciation			22750.00	17500.00
7	Haul & stockpile 15,600 CY @ 1.50/CY (11.3 Avg Mi.)			23400.00	18000.00
8	Haul & stockpile 16900 CY @ .40/CY			6760.00	5200.00
9	Contingency			7500.00	7500.00
10	Operating Cost			104935.00	83950.00
11	Bonding			3000.00	3000.00
12	Total Cost			107935.00	86950.00
13	20%			21587.00	17300.00
14	Total Bid			129522.00	104250.00
15					
16				5.18/CY.	4.17/CY.

LITHO IN U.S.A.

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

ACCO CONTRACTORS, INC.

GRASS VALLEY ROCK PRODUCTION PROJECT

11,000 CY w/ [illegible]

BID TO: Manager of Commission Services
Room 122
State Highway Building
Salem, Ore.

BID - DUE 9:00 AM 5/27/76

COMPLETED BY 8/15/76

QUANITY:

3/8" - #10 Stockpiled	6000 C.Y.
1/2" - 1/4" Stockpiled	2000 C.Y.
1/4" - #10 Stockpiled	3000 C.Y.
	11000 C.Y.

SPECIFICATION:

Estimate wages at 15.00/hr.

IMPACT CRUSHER REQUIRED.

LITHO IN U.S.A.

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

ACCO CONTRACTORS, INC.

ROCK PRODUCTION
GRASS VALLEY — STATE OF OREGON — 9:00 A.M. MAY 27, 1976

11,000 C.Y.
TO BE CRUSHED & STOCKPILED BY 8/15/76

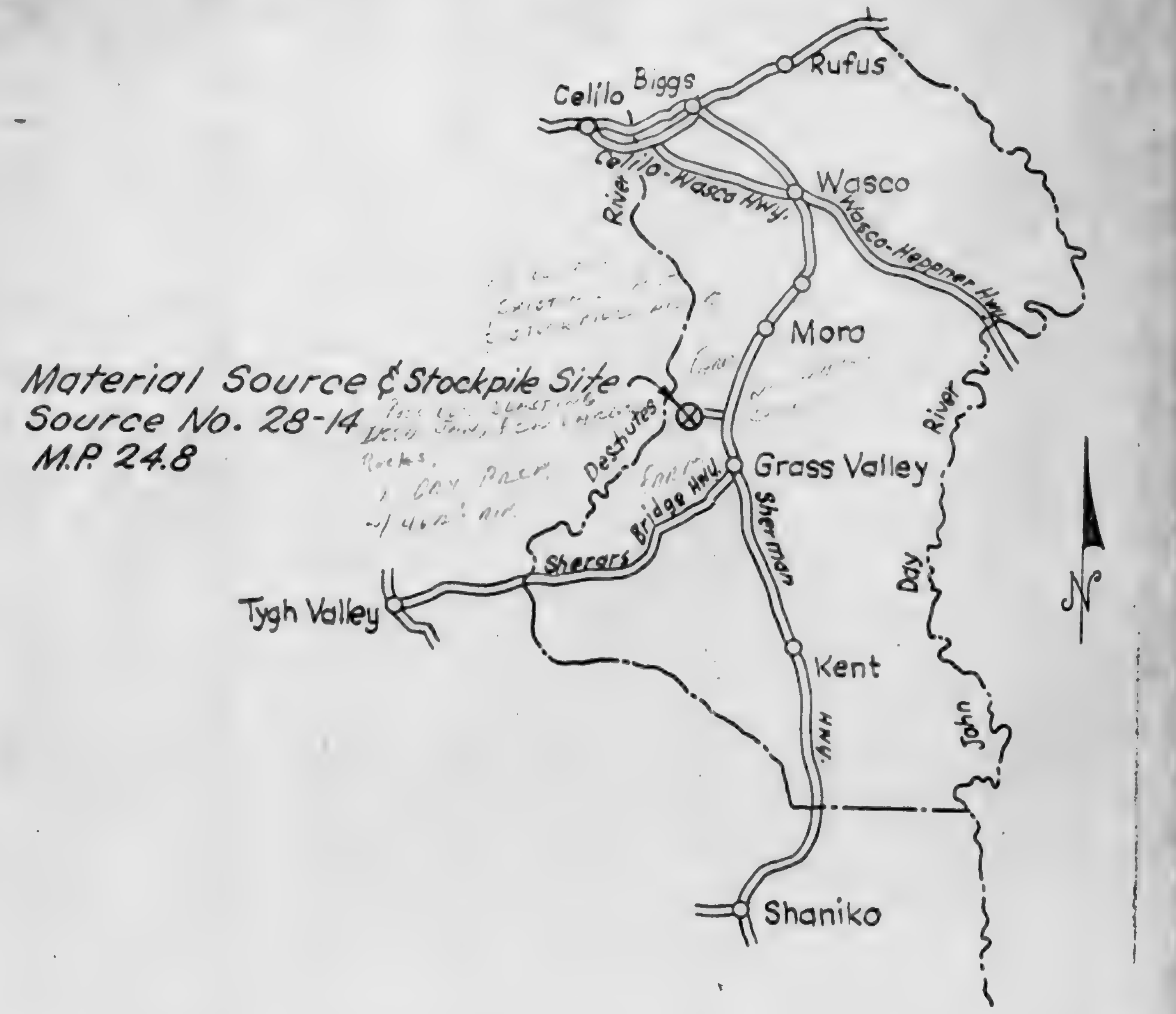
	(1)	(2)	(3)	(4)
ESTIMATED COSTS:				
PIT DEVELOPMENT	11,000 CY @ .40/CY		4400.00	5,720
WATER			— 0 —	
LABOR	6 MEN, 11 DAYS, @ 150/DAY		9900.00	12,870
MOVING			5000.00	5,000
EQUIPMENT RENTAL & DEPRICIATION			10000.00	13,000
HAULING & STOCKPILE 11,000 CY @ .50/CY.			5500.00	7,150 — 43,740
CONTINGENCY.			12.6% 5000.00	5,511
OPERATING COST			39800.00	49,251
BONDING			2000.00	2,000
TOTAL COSTS			41800.00	51,251
28%			11770.00	
TOTAL BID			53570.00	65,601.28 4.87/CY

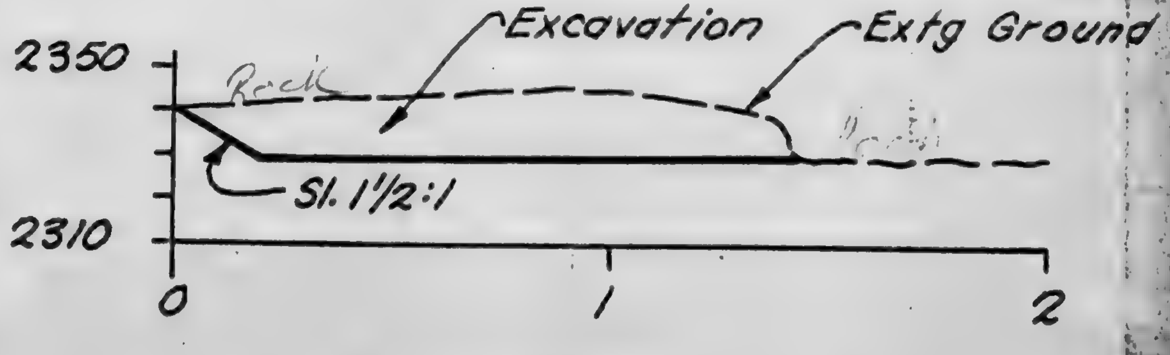
Engr. Estimate $69,250

Taggert	64,900
Coats	68,500

Low	$216,774	Corrected $269,671	
2nd low	$297,995	" "	+$701
Diff.	81,221	$28,324	-$16,000
			-$12,400
			-$27,700 Saving to State

$21,675 Bid Bond

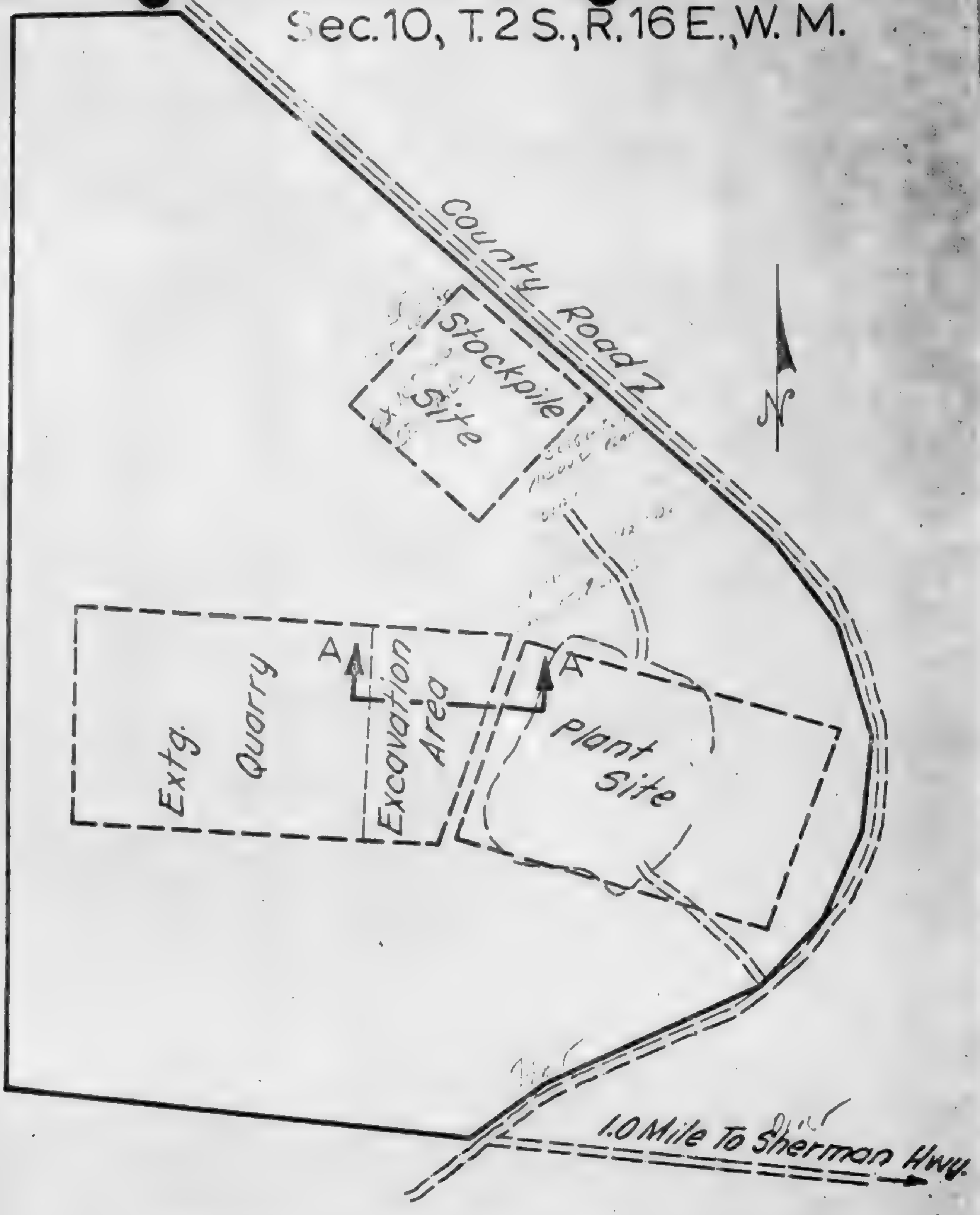

Rufus
Biggs
Celilo
Celilo-Wasco Hwy.
Wasco
Wasco-Heppner Hwy.
River
Moro
Material Source & Stockpile Site
Source No. 28-14
M.P. 24.8
Rocks.
Deschutes
Grass Valley
Sherars Bridge Hwy.
Sherman
Hwy.
River
Day
John
Tygh Valley
Kent
Shaniko
N


Excavation
Extg Ground
Rock
2350
2310
Sl. 1½:1
0
1
2

SECTION A-A

1R-4-605

Sec. 10, T. 2 S., R. 16 E., W. M.


County Road 2
Stockpile Site
Extg. Quarry
Excavation Area
A
A
Plant Site
N
1.0 Mile To Sherman Hwy.

OREGON STATE HIGHWAY DIVISION
Sketch Map

GRASS VALLEY ROCK PRODUCTION PROJECT

SHERMAN HIGHWAY
SHERMAN COUNTY
MAY, 1976

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

ACCO CONTRACTORS, INC.

GRASS VALLEY ROCK PRODUCTION PROJECT

11,000 C.Y. [illegible]

BID TO: MANAGER OF CONTRACT SERVICES
ROOM 122
STATE HIGHWAY BUILDING
SALEM, ORE.

BID - DUE 9:00 AM 5/27/76

COMPLETED BY 8/15/76

QUANITY:

3/8" - #10 STOCKPILED	6000 C.Y.
1/2" - 1/4" STOCKPILED	2000 C.Y.
1/4" - #10 STOCKPILED	3000 C.Y.
	11000 C.Y.

SPECIFICATION:

ESTIMATE WAGES AT $15.00/HR.

IMPACT CRUSHER REQUIRED.

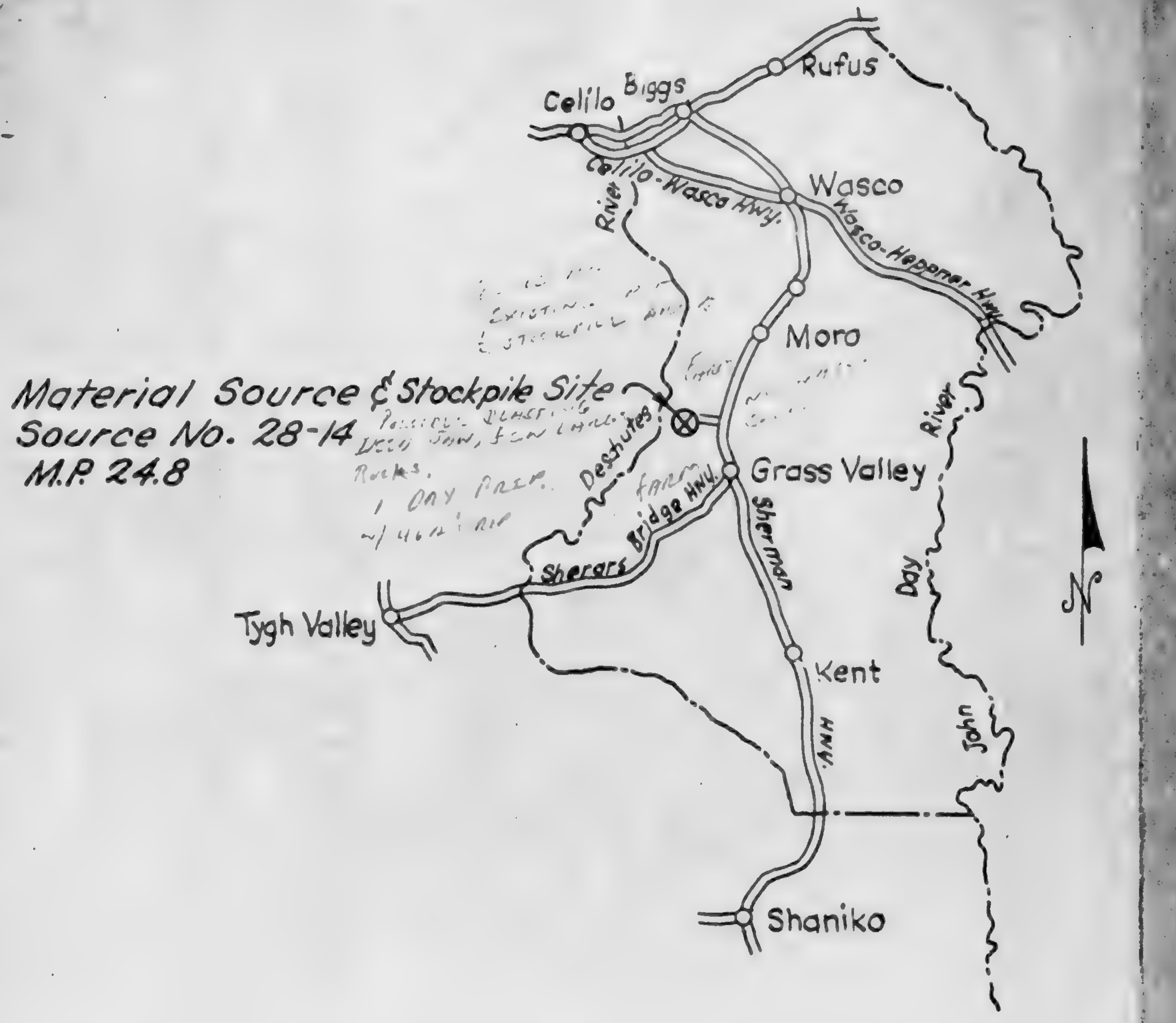
	INITIALS	DATE
PREPARED BY		
APPROVED BY		

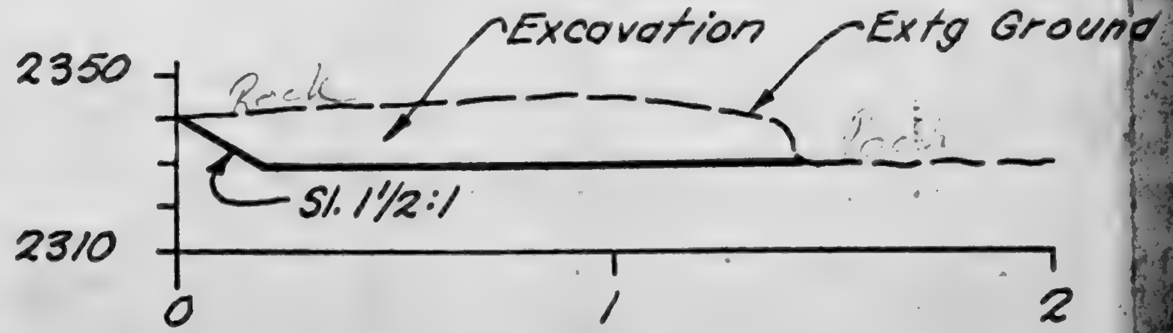
ACCO CONTRACTORS, INC.

ROCK PRODUCTION
GRASS VALLEY — STATE OF OREGON — 9:00 AM. — MAY 27, 1976

11,000 C.Y.
TO BE CRUSHED & STOCKPILED BY 8/15/76

(1)	(2)	(3)	(4)
ESTIMATED COSTS:			
PIT DEVELLOPEMENT	11,000 CY @ .40/CY	440000	
WATER		—0—	
LABOR	6 MEN, 11 DAYS, @ 150/DAY	990000	
MOVING		500000	
EQUIPMENT RENTAL & DEPRICIATION		1000000	
HAULING & STOCKPILE 11,000 CY @ .50/C.Y.		550000	
CONTINGENCY		500000	
OPERATING COST		3980000	
BONDING		200000	
TOTAL COSTS		4180000	
28%		1177000	11704
TOTAL BID		5357000	4.87/CY

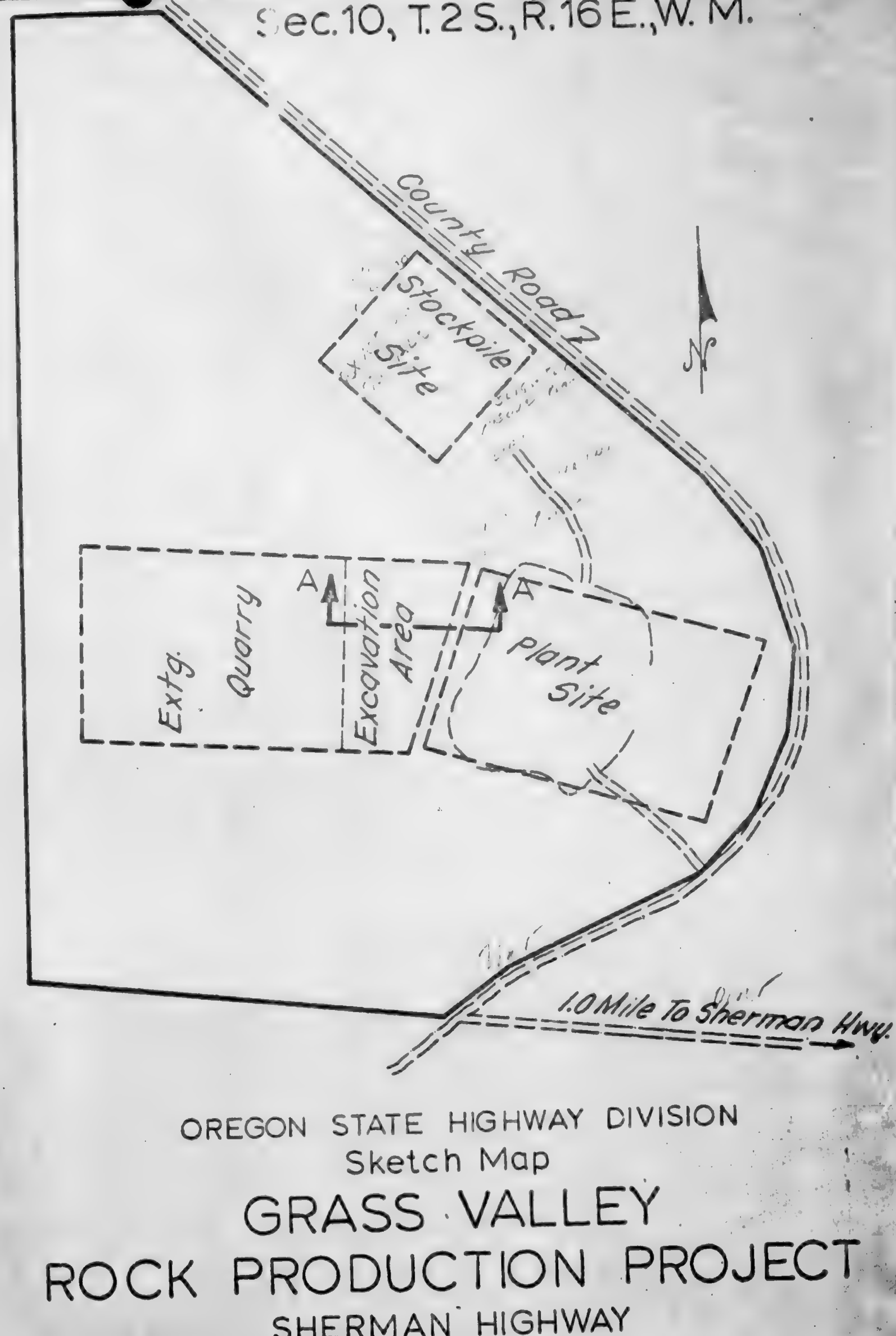

Material Source & Stockpile Site
Source No. 28-14
M.P. 24.8
Celilo
Biggs
Rufus
Wasco
Celilo-Wasco Hwy.
Wasco-Heppner Hwy.
River
Moro
Deschutes
Grass Valley
Sherars Bridge Hwy.
Sherman Hwy.
Tygh Valley
Kent
Day River
John
Shaniko
N
Existing ... stockpile area
Possible blasting ... Jaw, for large Rocks.
1 day prep.
w/ 40' rip
Farm
FARM


Excavation
Extg Ground
Rock
Rock
Sl. 1½:1
2350
2310
0
1
2

SECTION A-A

IR-4-605

Sec. 10, T. 2 S., R. 16 E., W. M.


County Road 7
Stockpile Site
N
A
A
Extg. Quarry
Excavation Area
Plant Site
1.0 Mile To Sherman Hwy.

OREGON STATE HIGHWAY DIVISION
Sketch Map

GRASS VALLEY
ROCK PRODUCTION PROJECT

SHERMAN HIGHWAY
SHERMAN COUNTY
MAY, 1976

8370 Tillamook River (Burton) Br. 1976
Sec. of Market Rd.
(Grading, paving & structure)

C & A 5442 9-23-75

2 Copies
Send Consultant 4/27/76
agreement

1 Copy to Dett Jones
5/18/76

AD [illegible]
AD [illegible]

Form FHWA 121 (6/79)

L

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Approval of Federal Participation
in Consultant Work
Project OS-2900(1)
(Mr. Swan's ltr, 5-9-80, PRO)

Date: June 27, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HAM.1-OR/116.2

To: Mr. H. S. Coulter, State Highway Engineer

Your request for Federal-aid participation for the Consultant Engineer's performance of construction engineering work on the subject project, as provided in 23 CFR 1.9(b), has been approved by Mr. L. P. Lamm, Executive Director of the Federal Highway Administration.

For G. L. Green

cc:
OSHD(D Swan, Proj Mgmt)

RECEIVED
STATE HWY ENGR
JUN 30 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

R

May 9, 1980 PRO

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: D. E. Swan
Operation Programming Engineer

SUBJECT: Reopen Project
Project No. OS-2900(1)
Tillamook River (Burton) Bridge Section
Tillamook County

I hereby request your approval to reopen the subject project until such time as Federal Highway Administrative approval is received for the Consultant Engineers performance of the construction engineering on the project. The Highway Accounting Section will transfer these costs to a nonparticipating status until such time as the above stated approval is received.

CL:bke

cc: R. Hacek
H. Reynoldson

7370

Form 734-1191 (Rev. 5/77)

P

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-7-80	CC 2035		229-1964-297 229-1003-297

BILL TO: Code:

Tillamook County Board of Commissioners
Courthouse
Tillamook, Oregon 97141
Attn: Hon. Granville J. Simmons, Chairman

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Tillamook River (Burton)
Bridge Section

This is an OFF SYSTEM Project No. OS-2900(1)

Project Funding	
Funds set up for County	$416,018.18
Project Cost	414,571.73
	$ 1,446.45

(Please send copy of itemized statement to County along with billing)

QUANTITY	UNIT PRICE	TOTAL PRICE

Advance Deposit Amount	$92,000.00
Advance Deposit Previously Transferred to Highway Fund	$69,500.00
Balance	$22,500.00
Transfer to Highway Fund	$21,053.55
Refund Due	$ 1,446.45

Amount Due . . . . . $

Partial or final request for billing FINAL

Number of the previous request in connection with this service. AD 28, AD 203, CC 1622, CC 1623

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

D E Swan
D. E. Swan

SP*35736 7?1

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 3-7-80

COUNTY Tillamook **Contract No.** ~~8376~~ 8370 **Date Completed** 11-23-76

PROJECT # OS-2900(1) **Section** Tillamook River (Burton) Br.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
P.E. (State)	$ 1,215.95
Payment to Contractor	$372,917.50
Construction Engineering	40,438.28
	$413,355.78
Total Project Cost	$414,571.73
Federal Funds Collected	$324,018.18

Per Agreement the County's share of project costs are:

Fund set up for project:

Federal Funds	$324,018.18
Construction Advance Deposit	90,000.00
P.E. Advance Deposit	2,000.00
	$416,018.18
Less Project Costs	414,571.73
REFUND DUE COUNTY	$ 1,446.45

Reference: Billing Form CC 2035

FORM 734-1745

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Tillamook River (Burton) Bridge Sec.					
	County Road					
	Tillamook County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 1,215.95	
	Construction					
	Type Code 6201					
	Roadway (Sta. 45+00 To 90+00)					
	Final Contract Payment Summary	Lump Sum			$206,648.21	
	Type Code X080					
	Burton Bridge #C1594(Sta. 57+80 To 60+10)					
	Final Contract Payment Summary	Lump Sum			$166,231.95	
	Total Participating Construction				$372,880.16	
	Construction Engineering					
	Consultant-OBEC	All Required			$ 32,177.78	
SFO	#1 Liaison Engineering	All Required			3,301.17	
SFO	#2 Inspection, Testing and Pay Estimates	All Required			4,672.41	
	Total Participating C.E.				$ 40,151.36	
	Misc. Project Costs					
	Audit Expense	All Required			$ 151.02	
	Total Participating Cost				$414,398.49	
	Non Participating Items					
	Interest Paid to Contractor	All Required			37.34	
	Construction Engineering (State)	All Required			135.90	
	Total Non Participating Cost				$ 173.24	
	TOTAL COST				$414,571.73	
	Prepared based on Participating Costs as shown on the Federal Billing as of 5/31/79					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. 0S-2900(1)
PROGRAM APPROVED	VOUCHER PERIOD From: 11-19-75 To: 5-9-78

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$414,571.73	$414,398.49	78.19%	$324,018.18	$324,018.18	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon V.E. Skoog
FORWARDED BY FHWA DIVISION OFFICE		Controller 5-25-79

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	Tillamook River (Burton) Bridge Sec. County Road Tillamook County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 1,215.95	
	Construction					
	Type Code 6201					
	Roadway (Sta. 45+00 To 90+00)					
	Final Contract Payment Summary	Lump Sum			$206,648.21	
	Type Code X080					
	Burton Bridge #C1594(Sta. 57+80 To 60+10)					
	Final Contract Payment Summary	Lump Sum			$166,231.95	
	Total Participating Construction				$372,880.16	
	Construction Engineering					
	Consultant-OBEC	All Required			$ 32,177.78	
SFO	#1 Liaison Engineering	All Required			3,301.17	
SFO	#2 Inspection, Testing and Pay Estimates	All Required			4,672.41	
	Total Participating C.E.				$ 40,151.36	
	Misc. Project Costs					
	Audit Expense	All Required			$ 151.02	
	Total Participating Cost				$414,398.49	
	Nonparticipating Items					
	Interest Paid to Contractor	All Required			37.34	
	Construction Engineering (State)	All Required			135.90	
	Total Nonparticipating Cost				$ 173.24	
	TOTAL COST				$414,571.73	
	Prepared based on Participating Cost as shown on Federal Billing as of 7/17/80.					
	AMOUNT CARRIED FORWARD					

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Bldg. - Salem, OR 97310

STATE Oregon

PROGRAM APPROVED

FEDERAL AID PROJECT NO. OS-2900(1) Post Final

VOUCHER PERIOD From: 11-19-75 To: 5-9-78

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$414,571.73	$414,398.49	78.19%	$324,018.18	$324,018.18	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon
FORWARDED BY FHWA DIVISION OFFICE		V.E. Skoog, Controller 7/16/80

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

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TOTAL TO DATE JOB COST SUMMARY                                        JUNE 1980        PAGE  120

                                                                        FISCAL         GRAND TOTAL     ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX      FUNCTION   GR  CURRENT MONTH    YEAR TO DATE      TO DATE        BEG    END

   PORTLAND PAVE MARK PJ#5       CONT NO       FA PROJ NOS PMS 00S086 100                                          STATE
                                     226    1002    296       00 N 9                          365.16CR          394.72CR   79     80
                                     226    1002    298       00 N 9                          365.16            394.72     79     80
                                     226    1002    900       00 P 1            2.62          296.98            296.98     79     80
                                     226    1002    900       02 P 1             .42           71.22             71.22     79     80
                                     226    1002    920       00 P 1                                              29.56     79     79
                                                    TOT       P;                3.04          368.20            397.76
                                                 ** JOB TOTALS **               3.04  **      368.20  **        397.76  **

                                     226    1004    920       00 P 1           54.99           54.99             54.99     80     80
                                                    TOT       P1               54.99           54.99             54.99
                                                 ** JOB TOTALS **              54.99  **       54.99  **         54.99  **

   WER LINE-CHINA HOLLOW RD     CONT NO 8885    FA PROJ NOS SOS 800001 100 OS  800001                              STATE
                                     228    1056    201       00 P 1       29,040.29CR     117,390.13        188,028.76     79     80
                                     228    1056    201       00 P 2                                          28,848.90     79     79
                                     228    1056    204       00 N 1       12,256.22         4,934.70                       79     80
                                     228    1056    270       01 P 1                           162.95            162.95     80     80
                                     228    1056    296       00 N 9            5.25       199,665.02CR      251,675.75CR   79     80
                                     228    1056    297       00 N 9                        44,400.00         44,400.00     79     79
                                     228    1056    298       00 N 9            5.25CR     155,265.02        207,275.75     79     80
                                     228    1056    900       00 P 1          305.05        26,361.79         34,467.07     79     80
                                     228    1056    900       00 P 2                                           1,518.36     79     79
                                     228    1056    900       00 N 1             .05CR         261.40            300.15     79     80
                                     228    1056    920       00 P 1                                              74.78     79     79
                                                    TOT       P1           28,735.24CR     143,904.87        222,753.56
                                                    TOT       P2                                              30,367.26
                                                    TOT       N1           12,256.17         5,196.10            300.15
                                                 ** JOB TOTALS **          16,479.07CR**   149,100.97  **    253,420.97  **

   TILLAMOOK RIV BR SEC(BURTON)  CONT NO 8370 & FA PROJ NOS OS   900001 100                                        STATE
                                     229    1003    201       00 P 1                                         372,880.16     76     77
                                     229    1003    206       00 N 1                                              37.34     77     77
                                     229    1003    296       00 N 9                                         391,057.43CR   76     79
                                     229    1003    297       00 N 9                                          68,000.00     76     76
                                     229    1003    298       00 N 9                                         323,067.43     76     79
                                     229    1003    900       00 P 1      413,182.54CR     413,182.54CR      381,004.76CR   76     80
                                     229    1003    900       00 N 1      413,182.54       413,182.54        413,289.65     76     80
                                     229    1003    900       01 P 1                                           3,301.17     77     79
                                     229    1003    900       02 P 1                                           4,672.41     76     79
                                     229    1003    900       02 N 1                                              47.05     77     77
                                     229    1003    915       00 P 1                                             151.02     79     79
                                                    TOT       P1          413,182.54CR     413,182.54CR
                                                    TOT       N1          413,182.54       413,182.54        413,374.04
                                                 ** JOB TOTALS **                     **                **   413,374.04  **
```

TOTAL TO DATE JOB COST SUMMARY JUNE 1980 PAGE 549

DESCRIPTION OF JOB OR DEPARTMENT		PREFIX	FUNCTION	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	227	1960	950	00 P 1	.84	142.07	1,223.97	
			TOT	P1	121.10	7,695.77	18,266.09	
			TOT	N1		255.37	312.58	
			** JOB TOTALS **		121.10 **	7,951.14 **	18,578.67	**
CHINA HLW CK RD-POWER LN	CONT NO		* FA PROJ NOS SOS 800001 100				STATE	
	228	1958	295	00 N 9			750.00	
	228	1958	296	00 N 9			8,469.00CR	
	228	1958	298	00 N 9			7,719.00	
	228	1958	901	00 P 1			3,848.67	
	228	1958	905	00 P 1			3,464.92	
	228	1958	910	00 P 1			539.41	
	228	1958	914	00 P 1			9.00	
	228	1958	920	00 P 1			63.50	
	228	1958	921	00 P 1			1,076.84	
	228	1958	922	00 P 1			53.33	
	228	1958	922	00 N 1			1.70	
	228	1958	923	00 P 1			37.27	
			TOT	P1			9,092.94	
			TOT	N1			1.70	
			** JOB TOTALS **		**	**	9,094.64	**
BURTON BR TILLAMOOK RIV RD	CONT NO		FA PROJ NOS OS 900001 100				STATE	
	229	1964	296	00 N 9			2,450.75CR	
	229	1964	297	00 N 9			1,500.00	
	229	1964	298	00 N 9			950.75	
	229	1964	900	00 P 1	1,215.95CR	1,215.95CR	1,215.95CR	
	229	1964	900	00 N 1	1,215.95	1,215.95	1,215.95	
	229	1964	905	00 P 1			327.98	
	229	1964	906	00 P 1			269.43	
	229	1964	910	00 P 1			88.64	
	229	1964	914	00 P 1			110.70	
	229	1964	918	00 P 1			205.28	
	229	1964	920	00 P 1			27.18	
	229	1964	921	00 P 1			159.80	
	229	1964	924	00 P 1			26.94	
			TOT	P1	1,215.95CR	1,215.95CR		
			TOT	N1	1,215.95	1,215.95	1,215.95	
			** JOB TOTALS **		**	**	1,215.95	**
HERMISTON AVE TO ELM CO RD	CONT NO		FA PROJ NOS SRS 005042 100				STATE	
	230	1915	296	00 N 9		176.59CR	5,765.86CR	
	230	1915	297	00 N 9		176.59	576.59	
	230	1915	298	00 N 9			5,189.27	
	230	1915	901	00 P 1			2,830.52	
	230	1915	905	00 P 1			1,839.22	

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                                                  ** JOB TOTALS **

 CHINA HLW CK RD-POWER LN        CONT NO        * FA PROJ NOS SOS 800001 100                                                  STATE
                                     228   1958     295     00 N 9                                          750.00
                                     228   1958     296     00 N 9                                        8,469.00CR
                                     228   1958     298     00 N 9                                        2,219.00
                                     228   1958     901     00 P 1                                        3,848.67
                                     228   1958     905     00 P 1                                        3,464.92
                                     228   1958     910     00 P 1                                          539.41
                                     228   1958     914     00 P 1                                            9.00
                                     228   1958     920     00 P 1                                           63.50
                                     228   1958     921     00 P 1                                        1,076.84
                                     228   1958     922     00 P 1                                           53.33
                                     228   1958     922     00 N 1                                            1.70
                                     228   1958     923     00 P 1                                           37.27
                                                    TOT     P1                                            9,092.94
                                                    TOT     N1                                                1.70
                                                 ** JOB TOTALS **           **                **          9,094.64  **

 BURTON BR TILLAMOOK RIV RD      CONT NO          FA PROJ NOS OS  900001 100                                                  STATE
                                     229   1964     296     00 N 9                                        2,450.75CR
                                     229   1964     297     00 N 9                                        1,5[illegible].00
                                     229   1964     298     00 N 9                                          [illegible].75
                                     229   1964     905     00 P 1                                          327.98
                                     229   1964     906     00 P 1                                          269.43
                                     229   1964     910     00 P 1                                           88.64
                                     229   1964     914     00 P 1                                          110.70
                                     229   1964     918     00 P 1                                          205.28
                                     229   1964     920     00 P 1                                           27.18
                                     229   1964     921     00 P 1                                          159.80
                                     229   1964     924     00 P 1                                           26.94
                                                    TOT     P1                                            1,215.95
                                                 ** JOB TOTALS **           **                **          1,215.95  **

 HERMISTON AVE TO ELM CO RD      CONT NO          FA PROJ NOS SRS 00S042 100                                                  STATE
                                     230   1915     296     00 N 9        176.59CR          176.59CR      5,765.86CR


 TOTAL TO DATE JOB COST SUMMARY                                                           JANUARY 1980        PAGE  485

                                                                                             FISCAL         GRAND TOTAL
 DESCRIPTION OF JOB OR DEPARTMENT      PREFIX          FUNCTION     GR   CURRENT MONTH     YEAR TO DATE        TO DATE
                                     230   1915     297     00 N 9        176.59            176.59          576.59
                                     230   1915     298     00 N 9                                        5,189.27
                                     230   1915     901     00 P 1                                        2,830.52
                                     230   1915     905     00 P 1                                        1,839.22
                                     230   1915     909     00 P 1                                          233.22
                                     230   1915     910     00 P 1                                          231.94
                                     230   1915     914     00 P 1                                            8.88
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8370

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - SALEM
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project OS-2900(1)
Tillamook River (Burton) Bridge
Consultant Engineering Agreement

Date: January 16, 1980

From: G. L. Green, Division Administrator

Reply to Attn. of: HAM-OR/

To: Mr. H. Scott Coulter, State Highway Engineer
Oregon State Highway Division

Mr. D. E. Swan's letter of December 12, 1979 requested our concurrence in a finding in the public interest that construction engineering work performed by Oregon Bridge Engineering Company is an eligible cost on the subject project.

We concur that the county acted in good faith, and feel that it is not in the public interest to penalize the county for the construction engineering performed by the consultant due to an oversight on the part of the State.

In accordance with the above and based on the justification contained in Mr. Swan's letter, the construction engineering work performed on the subject project is considered an eligible project cost.

G. L. Green

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STATE HWY ENGR
JAN 17 '80
REFER TO
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FOR

Info	Inves	R/D	D/R	Sign	Act	File
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R

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No PRO 6-2

December 12, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project No. OS-2900(1)
Tillamook River (Burton) Bridge
Consultant Engineering Agreement

In reply to your November 13 memorandum (HFO.80R):

I hereby request your concurrence in a finding in the public interest that construction engineering work performed by the consultant firm of Oregon Bridge Engineering Company is an eligible cost on the project based on the following.

Tillamook County engaged the services of the consultant in December 1974, to perform the preliminary and construction engineering necessary for replacement of the bridge as a county project. The Consultant began the preliminary engineering work on January 2, 1975, Subsequently, funds became available under the Safer Off System Roads Program and on June 4, 1975, the County submitted an application to the State for approval to utilize these funds for completion of preliminary engineering and to accomplish the construction of the project. Since the project was now to be funded with federal funds, the County & Consultant prepared and executed a Consultant Agreement to comply with federal regulations. This agreement was then approved by the State after verification that the consultant was adequately staffed to perform the work and the costs were reasonable. The normal consultant selection process did not apply in this case, since the Consultant had been retained by the County almost a year before your approval of the project and the preliminary engineering had already been completed at county expense.

The County acted in good faith; therefore, we do not feel it is is the public interest to penalize the County for construction engineering performed by the Consultant due to an oversight on the State's part in not requesting your prior approval of the Consultant agreement.

CL:sr

cc: H. Reynoldson
R. Hacek

2

Form FHWA 121 (6/79)

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

THE OREGON DIVISION - Salem
UNITED STATES GOVERNMENT

memorandum

Subject: Oregon Project OS-2900(1)
Tillamook River (Burton) Bridge
Consultant Engineering Agreement

Date: November 13, 1979

From: G. L. Green, Division Administrator

Reply to Attn. of: HFO.8-OR

To: Mr. H. S. Coulter, State Highway Engineer, ODOT

Mr. Swan's request of October 16, 1979, for approval of Consultant Agreement and Supplement between Oregon Bridge Engineering Company and Tillamook County cannot be approved. FHPM 6-1-2.2 and State of Oregon's Consultant Selection Plan, dated March 1, 1974 and accepted December 24, 1974, prohibit after the fact approval as it would be in this case.

for Walach
G. L. Green

cc:
OSHD (D E Swan, Proj Mgmt)
OSHD (C T Keasey, Const)
ODOT (D Hacek, Acctg)

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FOR
Info Nec [illegible] [illegible] [illegible] [illegible] File

11/14

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No. PRO 6-2

October 16, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Project No. OS-2900(1)
Tillamook River (Burton) Bridge
Consultant Engineering Agreement

I hereby request your approval of the enclosed consultant Engineering Agreement and Supplement between Oregon Bridge Engineering Company and Tillamook County on the subject project. The agreement and supplement were approved by the Highway Division on September 29, 1975 and October 31, 1975; however, we inadvertently overlooked forwarding the agreements for your approval and authorization at that time.

The agreements cover both preliminary and construction engineering; however, no billing was received from the consultant for the preliminary engineering work. The enclosed copy of an August 1, 1975 letter from the consultant indicates their preliminary engineering work was complete prior to the county's decision to seek federal funds for the project. Construction engineering was performed and billed by the consultant at a final cost of $32,177.78.

The construction contract was advertised for bids on May 6, 1976; therefore, I request your authorization to proceed with the construction engineering work by the consultant as of May 6,1976.

CL:sr
Attachments
cc: H. Reynoldson

Form 734-3122

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 6, 1979

Glen L. Green, Division Administrator
Federal Highway Administration
The Equitable Building
Suite 100
Salem, OR 97301

We are forwarding two copies of final vouchers for each of the following federal-aid projects:

TQF-32(4)	Tualatin Valley Hwy. @ S.W. 170th Ave.	$ 0.00
OS-2900(1)	Tillamook R. Bridge Section	0.00
HHS-2-3(4)	Oregon Coast Hwy. @ 22nd St. (Reedsport)	0.00
HHS-2-4(3)	N.E. 20th St.-N.E. 8th St. (Newport)	0.00
ROS-000S(11)	Heather Station-The Dalles Calif. Hwy. Jct.	0.00
SRS-000S(24)	Morrow County Signing	0.00
SRS-000S(78)	Airport Road (John Day)	0.00
SRS-000S(97)	Region 3 RR Signing Project No. 2	0.00

Vernon E. Skoog
Vernon E. Skoog, Controller

VES:cw

STATE COPY 8370-29 9

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (HS Coulter)
Wa Sh DC (HNA-32)

[illegible]SPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. OS-2900(1)
2. COUNTY Tillamook
3. STATE OREGON

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract consisted of construction of highway embankment, aggregate base, asphalt concrete pavement and Bridge No. 1594A. The bridge, over the Tillamook River, is 230 feet long and has a roadway width of 30 feet. The work was performed on Market Road No. 15 on the "Tillamook River (Burton) Bridge Section" approximately 1.5 miles south of the town of Tillamook.

5. CONTRACTOR'S NAME Ross Bros. Construction, Inc.
6. CONTRACT AMOUNT $ 357,957.50

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE (SHD Official) D. B. Jackmond For C. T. Keasey
TITLE Construction Engineer

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

MAY 11 '78 COPY SENT
REFER TO
FOR
Info Invest. Reply Sign Act. File
1978 Washington

5-11-78
cy Keasey

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32 feet)

ROADBED TYPE CODE NUMBER	ROADBED NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN NET LENGTH (Miles)
6201	0.808	22	X080	0.044

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY Paul Riedl
11. DATE OF INSPECTION

12. IN COMPANY WITH Garry Wimer, Chet Anderson, OSHD; Jess Tibbit, Tillamook Co.

ACCEPTANCE OF PROJECT IS RECOMMENDED

13. SIGNATURE Original signed by P. V. RIEDL
Paul V. Riedl
14. TITLE Environmental Coordinator
15. DATE 5/8/78

ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION

16. SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer
G. K. Hossner
17. TITLE Field Operations Engineer
18. DATE

FORM PR-33C
(Rev. 7-72)
Previous editions of this form are obsolete

April 20, 1977

Safeco Insurance Company of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

Contract No. 8370 awarded to Ross Bros. Construction, Inc. for work on the Tillamook River (Burton) Bridge Section of Market Rd. No. 15 in Tillamook County was completed on November 19, 1976 and accepted by the State Highway Engineer on April 19, 1977.

Final payment in the amount of $2000 will be released to the contractor after April 25, 1977. The total contract amount is $372,880.16 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Ross Bros. Construction, Inc.
3501 Brooklake Rd. N.
Salem, OR 97303

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

OSK

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: 229-1003

INTER-OFFICE CORRESPONDENCE

January 28, 1977
Salem, Oregon

ORIGINAL SIGNED BY G. W. WIMER

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

TO: John Bond
CONSTRUCTION ADMINISTRATION ENGINEER

SUBJECT: Road Closure Time Extension Request
Tillamook River (Burton) Br.Sec.
Tillamook County Market Road 15
Off-System Project OS-2900(1)
Contract 8370

Attached is a formal request from Ross Bros. Construction, Inc. to increase the allowed road closure under Special Provision 104.05 from 90 calendar days to 96, the actual time of closure. Steve M. Ross, in the attachment, bases his request ". . . on the unavailability of steering trailers."

By January 10, 1977 letter, W. A. Palmateer of Oregon Bridge recommends this time be granted. He bases his recommendation on Special Provision "Adjustment of Contract Time Due To Delay in Delivery of Materials." Mr. Palmateer had made essentially the same request December 2, 1976 which I returned unapproved December 9, 1976 also requesting this formal form if he wanted further consideration.

The overall completion time of 150 calendar days required by Special Provision 108.08 was met. The project was completed in 147 calendar days.

The Special Provision on which Mr. Palmateer bases his recommendation actually relates to 108.08 and 108.09 and not 104.05. Even if it did refer to 104.05, Mr. Palmateer's interpretation isn't valid. Morse Bros. Prestress supplied the precast slabs and box-beams. There were no problems with material delivery to them, only by them. We've repeatedly interpreted that Special Provision to not include supplier delivery problems but rather delivery problems to them.

As further insight on this matter, the following dates are offered:

Date of Award	June 7, 1976
Slabs and Box-Beams Ordered	June 17, 1976
Work Started on Project	July 7, 1976
Test Slab Removed from Casting Bed	July 26, 1976
Last Box-Beam Removed from Casting Bed	August 31, 1976
Last Pier and Cap Pour	September 3, 1976
Slabs Ordered For and Delivered	September 16, 17, 1976
Box-Beams Ordered For	September 18 & 19, 1976
Box-Beams Actually Delivered & Set	September 28, 1976

Hopkins
Harwell
Holmes
Prange
Unrein

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Requires Approval ☐
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The originally ordered dates were based on setting the box-beams before grouting the slabs. Design review of the contractor's proposal necessitated the grouting first. Or I suppose timber planking would suffice. It is obvious the contractor didn't adjust his delivery dates. He could have set the slabs September 10, 1976 when cap strength was 2750 psi and the grout could have been curing earlier. The contractor didn't check until about September 14 on the delivery dates. He was then informed Morse Bros. delivery agreement included a 10-day tolerance. He should not only have been checking sooner, he should have arranged for earlier delivery dates. As it was, he couldn't place the box-beams or re-open the road any earlier than he did. The box-beams were the control, not grading. They couldn't have been set on the ordered delivery date without setting the slabs earlier than originally planned.

Region recommends this formal request be denied. The project wasn't started until one month after award.There was no weekend work.

Mr. Palmateer has submitted this request twice and apparently feels strong enough about it that if you concur with the above Region recommendation, we should make Mr. Palmateer an offer before formalizing the rejection of this request; namely, he may want to get Tillamook County's concurrence to grant the extension on a non-participating basis.

GWW/dea
Attach.
cc: Don Harwell
Chet Anderson

Tillamook Co

TILLAMOOK RIVER (BURTON) BRIDGE
Contract: 8370
Prefix: 229-1003
FAP No. OS-2900(1)

NARRATIVE REPORT

Ross Bros. Construction, Inc. of Salem, Oregon started moving in on July 6, 1976 with on site work starting on July 12, 1976. Bridge removal and road closure commenced on this date.

Tide action and very soft ground conditions dictated a work bridge for access to the bents for pile driving and removing the old bridge. While the contractor concentrated on removing the old truss and piers and driving the piling for the new bridge, the county moved in and had the sub-grade ready for base rock by August 5. Base rock placement by Benge Paving, under Sub-Contract No. 2, started on August 2 and was completed on August 13, except at the ends of the structure. Work on all phases progressed with very little interference between the contractor, sub-contractor and county operations. Authorization to extend the project work limits from Station 48 back to Station 45 was received before the grading was completed and this work was included with no problems. All grading and base rock placing was completed by August 13 when the sub-contractor moved out. All bridge removal and pile driving was completed on August 23, and the substructure was poured out on September 3, 1976.

Benge Paving moved back in on August 30 for paving. Permission from the county was obtained to close the road during working hours until the paving was completed. All grading and paving, except for a 500 foot section at the structure, was completed on September 7, 1976.

All slabs for spans 4,5 & 6 were set on September 16 and spans 1 and 2 were set on September 17. All shear keys had to be grouted before the contractor could move onto the structure to set thebox beams in span 3. Span 3 was set on September 28, 1976 and the parapet rails and wing walls were poured out on October 7. Embankment and base rock at both ends of the structure was completed on October 15, when the structure was opened to traffic. The contractor completed the structure, site cleanup and moved out by the end of October. Weather conditions at another job site prevented the paving sub-contractor from moving in and completing the paving until the second week of November. Coral Corp. moved in the next week and installed all guard rail, rail anchors and end pieces and all reflectors. All work on the project was completed on November 19, 1976.

REFERRED TO
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1 Cole WEC ____ Sample ____
2 Eriksen F.E. 3 Watson RW
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SPECIAL PROBLEMS

Because of very unstable ground conditions, the contractor elected to erect all slabs and box beams from road level. All slab spans were set, working out from each end to the piers, with a single crane matting out as each span was set. To approve the contractor's erection plans for span 3, Oregon Bridge Design Section required the contractor to have all slabs grouted before setting the box beams. This caused some delay when the grout, with aluminum powder as an expanding agent, did not obtain the required minimum strength until the sixth day after grouting. This delay, along with a required 7 day age on the parapet rails and wing walls before the embankment could be placed at the bridge ends, caused a six day delay in opening the structure to traffic. This delay was not considered detrimental by the county in light of the very light traffic thru the project during the construction period.

BID ITEMS NO. 3 & 15 DELETED

Bid Item No. 3 for Flagmen was not required during the life of the project because of the very light traffic flow. The entire project area was closed to all traffic during working hours while paving operations were in progress.

Bid Item No. 15 for Structural Excavation was not required because the original ground at both end bents was at or below the bottom of pile cap elevation at the start of the project. The embankment was brought up to this elevation before pile driving was started at the end bents, eliminating the need for any excavation.

PRICE AGREEMENTS

Price Agreement No. 1 covers the work required to extend the project work limits 300 feet on the North end. This work was performed at the bid unit price for items 6 and 7.

Price Agreement No. 2 was required to cover the cost of eliminating a severe reverse super elevation condition in the old road at the B-F Match line. This required paving the B-F Line to Station B-F 7+90 ±.

ADJUSTMENTS, 1 ½"-0 BASE ROCK AND ASPHALT CONCRETE

The increase in quantities for Base Rock and Asphalt Concrete for the project extension are covered in Price Agreement No. 1. The grading time required at the B-F Latch Line was covered by Price Agreement No. 2. The additional asphalt concrete for this section is considered incidental and paid for at the unit bid price.

SUBCONTRACTORS AND MATERIAL SUPPLIERS

Prestress piling, slabs and box beams were manufactured by Morse Bros. Prestress, Harrisburg, Oregon.

Reinforcing steel was fabricated by Farwest Rebar, Inc., Eugene, Oregon.

Structural concrete was furnished by Coast Wide Ready Mix Co., Tillamook, Oregon. All aggregate was hauled in from Pacific Building Materials, Beaverton, Oregon.

Asphalt concrete was furnished by Cascade Construction Co., Portland, Oregon and S-C Paving Co., Tillamook, Oregon. Grading and paving was done by Benge Paving, Inc., Eugene, Oregon.

Guard rail, rail anchors, end pieces and delineators were fabricated and installed by Coral Corp., Gladstone, Oregon.

FINAL PROJECT COSTS

The final project cost, exclusive of engineering was

Grading and Paving	$199,176.66
Structure	175,001.50
Total	$374,178.16

FINAL INSPECTION

A final inspection was held on November 23, 1976. Those attending were: Mr. G. W. Wimer, Mr. Chet Anderson and Mr. Jim Valentine of the Oregon State Highway Division; Mr. Ray Ross of Ross Bros. Construction Co.; Mr. Jesse Tibbets, Tillamook County Roadmaster; Mr. F. E. Knight and Mr. R. F. Brennan, Tillamook County Commissioners; Mr. Ray Baggerley and Mr. Charles Bailey of Tillamook County; Mr. Wally Palmateer and Mr. Al Jones of Oregon Bridge Engineering Co.; and Mr. Paul Riedl of the FHWA.

Any further questions concerning this project should be directed to the Oregon State Highway Division or Oregon Bridge Engineering Co.

OREGON BRIDGE ENGINEERING CO.

A.S.H. Jones
Resident Engineer

TILLAMOOK RIVER (BURTON) BRIDGE
Market Road No. 15
Contract No. 8370 - Prefix 229-1003
FA No. OS-2900(1) Bridge No. 1594A

STATEMENT OF OVERRUNS AND UNDERRUNS

BID ITEM	UNITS	AUTHORIZED QUANTITY	FINAL QUANTITY	% OVER OR UNDER
1. Mobilization	L.S.	All	100%	-0-
2. Temporary Protection and Direction of Traffic	L.S.	All	100%	-0-
3. Flagmen None required. Traffic was light enough that County authorized closing the road during working hours while paving.	Hr.	80	-0-	-100%
4. Embankment In Place All required. County placed the fill at bent 2 to the bottom of cap elevation while bringing the subgrade up to elevation outside the project embankment area.	C.Y.	560	390.55	- 30.3%
5. Watering Dry subgrade and dry quarry rock source required additional water on grade to obtain desired compaction and retention of fines.	M.Gal	270	402.52	+ 49.1%
6. 1-1/2"-0 Aggregate Base Overrun covered by Price Agreement No. 1. Project lengthened 300 feet on the North end.	C.Y.	9400	10,750.7	+ 14.4%
7. Class "B" or "C" Asphalt Concrete Overrun covered by Price Agreement No. 1. Project lengthened 300 feet on the North end. AC paving carried to Sta. BF 7+90 to obtain paving in area cut down for proper match covered by Price Agreement No. 2.	Ton	3500	3,965.25	+ 13.3%
8. Guardrail Type 2	L.F.	3550	3,558.25	+ 0.2%
9. Guardrail Type 2A Tide gate at bottom of access fill at Northeast corner of structure prevented moving access ramp away from end of structure. 6.25 feet of Type 2A and the Type C end piece were all that could be installed without blocking access ramp.	L.F.	100	81.25	- 18.8%
10. Guardrail Anchors Type 1	Ea.	10	10	-0-
11. Rail End Pieces, Type C	Ea.	12	12	-0-

TILLAMOOK RIVER (BURTON) BRIDGE
Market Road No. 15
Contract No. 8370 - Prefix 229-1003
FA No. OS-2900(1) Bridge No. 1594A

STATEMENT OF OVERRUNS AND UNDERRUNS

BID ITEM		UNITS	AUTHORIZED QUANTITY	FINAL QUANTITY	% OVER OR UNDER
12.	Rail End Shoes	Ea.	4	4	-0-
13.	Delineators All required. Delineators placed according to Standard Drawing S-708.	Ea.	93	66	- 29.0%
14.	Bridge Removal Work	L.S.	All	100%	-0-
15.	Structural Excavation None required. Fills at both ends brought up to bottom of pile cap elevation only before piling driven and pile caps poured.	C.Y.	30	-0-	-100%
16.	Furnish Pile Driving Equipment	L.S.	All	100%	-0-
17.	Furnish 14" Prestress Concrete Piling	L.F.	2275	2275	-0-
18.	Drive Prestress Concrete Piling	L.F.	1480	1534	+ 3.6%
19.	Structural Concrete Class 3300	L.S.	All	100%	-0-
20.	4'x25'/30' Prestress Slabs	Ea.	40	40	-0-
21.	4'x80'/85' Prestress Box Beams	Ea.	8	8	-0-
22.	Reinforcement	L.S.	All	100%	-0-
	PRICE AGREEMENTS				
#1.	Increase Bid Items 6&7	All	All	100%	-0-
#2.	Grading at BF Match Line to eliminate severe reverse superelevation.	Hrs.	4	2	-50%

229-1003 OSR

OREGON STATE HIGHWAY DIVISION

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

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Requires Reply ☐
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info

December 9, 1976

Oregon Bridge Engineering Co.
P.O. Box 72
Springfield, Oregon 97477

Attn: W. A. Palmateer
General Manager

SUBJECT: Road Closure Time Extension
Tillamook River (Burton) Br. Sec.
Tillamook County Market Rd. 15
Off-System Project OS-2900(1)
Contract #8370

Dear Wally:

The overall completion time of 150 calendar days specified in special provision 108.08 was met inasmuch as this project was completed in 147 calendar days. The six day extension recommended in your December 2, 1976, letter would eliminate all liquidated damages under special provision 104.05. That specification required the road not be closed for more than 90 calendar days.

This office, like yourself and Tillamook County, wants to recommend granting all the time contract specifications will support. Unfortunately, it does not appear the reasons given in your letter meet any one of the three reasons contained in special provision 104.05. Your review would be appreciated. If better justification can be found, this office will concur.

It would seem the contractor's erection schedule should have taken into acccount the time for the early grouting. There is also a question of why the underground portion of the wingwalls were not poured at an earlier date.

Although the time extension you are recommending falls under special provision 104.05 and not under the usual 108.08, we prefer to treat it in the same manner as a usual time extension. It is safer to do so. This may seem unnecessary to you. However, there is an interrelationship with other State contracts and with the surety companies involved. This means we would appreciate receiving five completed copies of the attached form E-320 (Rev. 3072) "Contractors's Request for Increase in Number of Workdays to Complete Constructio Contract" with any resubmittal. This would include consent of surety. Thank you in advance for bearing with us in this small paperwork matter.

Again, this office is quite agreeable to recommending any extension that can be justified by contract specifications. Your resubmittal with further information accompanied by the requested form will be reconsidered.

Very truly yours,

Gerald W. Wimer

Gerald W. Wimer
REGION CONSTRUCTION ENGINEER

GWW/da/elf
cc: C. T. Keasey
Don Harwell
Chet Anderson

229-1003

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-9673

December 2, 1976

Mr. C. O. Fredrickson
Region II Engineer
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Re: Time Extension on Road Closure
Section: Tillamook River (Burton) Bridge
Contract No. 8370
FA No. OS-2900(1)

On September 15, 1976, Ross Bros. requested a time extension on the bridge closure siting the unavailability of steering trailers by Morse Bros., Inc. prevented the delivery of the box beams for Span 3 as originally scheduled. A copy of Ross Bros. letter is enclosed.

It was felt at that time that the structure would be open to traffic in the specified closure time.

The Contractor's erection method for the box beams required a 90 ton crane on each end of Span 3 to handle the beams. These cranes were to be sitting on the slab span at piers 3 and 4. Our design section, upon checking this method, required that the slabs be grouted before the cranes could be moved onto them, and further specified that the grout obtain 3000 psi before the spans could be used. The Contractor complied with this, grouting the slabs on September 21, 1976.

Grout strength at 3 days was 2065 psi and 3365 psi at 6 days. The Contractor, therefore, could not set the box beams until September 27th, at the earliest because of the grout. The beams were set September 28th.

Further delay was incurred when the Contractor was prevented from backfilling around the wing walls until 7 days after they were poured. The last wing wall was poured October 7th.

The County has been kept fully informed of the daily progress and completed their required work without delaying the Contractor.

Due to the very light traffic involved because the public was using available detours the County expressed the opinion that they were not concerned about the short delay in scheduled reopening.

In light of the County's attitude and the reasons shown above, we believe the Contractor should not be penalized for opening the bridge 6 days after the stated allowable time.

All work including paving and guardrails was completed within the scheduled total contract period.

W. A. Palmateer
General Manager

WAP:seb
enclosure

ROSS BROS. CONSTRUCTION, INC.

GENERAL
CONTRACTOR

3501 BROOKLAKE ROAD N.
SALEM, OREGON 97303
393-5885

EQUAL EMPLOYMENT OPPORTUNITY EMPLOYER

September 15, 1976

Oregon Bridge Engineering Co.
P. O. Box 72
Springfield, Or 97477

Re: Contract No. 8370
Tillamook River
(Burton) Bridge

Gentlemen:

Please be advised that Morse Bros., Inc. lack of availability of steering trailers will delay the delivery and setting of the box beams on the above captioned project until September 27th and 28th instead of as originally scheduled.

If you have any question in this regard please let us hear from you.

Very truly yours,

ROSS BROS CONSTRUCTION, INC.

Steven M. Ross
Vice President

LB
cc: Morse Bros., Inc.

E-330 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ...., 19......

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from .... days to .... days, within which to complete our Contract No. ...., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Respectfully submitted,

....
Contractor

By ....

CONSENT OF SURETY

Date ...., 19......

We, ...

...., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

....
Attorney-in-fact

(SEAL)

....
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. .... Contractor ....

Highway ....

Section ....

Kind of Work ....

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommended for Approval:

....
Regional Engineer

....
Construction Engineer or
Bridge Engineer

....
State Highway Engineer

Contract No. ....

Project designation ....
State-Federal

Date awarded ....

Work started ....

Per cent completed ....
Date

No. of Workdays Allowed ....

No. of Workdays Used ....

No. of Added Workdays Requested ....

SP*67368-734

8370

15

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Tillamook River (Burton) Bridge

WEEK ENDING: November 20, 1976

SECTION PREFIX: 229-1003

HIGHWAY: Market Road No. 15

COUNTY: Tillamook

NAME OF JOB: Burton Bridge

KIND OF WORK: Grading, Paving & Structure

CONTRACTOR: Ross Bros. Construction, Inc.

CONTRACT NUMBER: 8370

FEDERAL AID PROJECT NUMBER: OS-2900(1)

DATE OF CONTRACT: June 7, 1976

DATE WORK STARTED: July 7, 1976

ESTIMATED COMPLETION DATE: November 19, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 4 SUPERVISION 1

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 150

CALENDAR DAYS USED 147

SPECIFIED COMPLETION DATE: November 22, 1976

PERCENT OF TIME ELAPSED: 98.0%

PROJECT AUTHORIZATION $407,984.27

EXCLUSIVE OF ENGINEERING $375,633.90

ENGINEERING AUTHORIZATION $32,351.18

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.0%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $374,177.76

ENGINEERING COST TO DATE $29,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98.82%

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

PERCENT OF AUTHORIZATION 89.6%

DATE PROJECT WAS COMPLETED: November 19,1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~OIL AND/~~OR PAVE	MAT'L. PROD.
		100%	100%	100%	100%

	GRADING	SURFACING	MAINTENANCE MATERIALS	AC	Agg. Prod.
MILES IN PROJECT	0.08	0.95		0.99	
MILES PARTIALLY COMPLETED	-0-	-0-		-0-	
MILES COMPLETED	0.08	0.95		0.99	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	560 CY	9400 CY		3500 T	9400 CY
TOTAL QUANTITIES CORRECTED TO DATE	390 CY	10751 CY		3965 T	10751 CY
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	390 CY	10751 CY		3965 T	11000 CY
AVERAGE DAILY QUANTITIES	200 CY	900 CY		680 T	1050 CY
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Post auger, hand tools, 250 cfm compressor, impact rench, flat bed truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1594 A							
PERCENT	100%							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	14	Partly Cloudy	142	0	
MONDAY	15	Partly Cloudy	143	0	
TUESDAY	16	Cloudy	144	0	
WEDNESDAY	17	Rain	145	0	
THURSDAY	18	Fog & Cloudy	146	0	
FRIDAY	19	Fog & Cloudy	147	0	
SATURDAY	20	Fog & Cloudy	-0-	0	

RECEIVED
NOV 23 1976
CONSTRUCTION SECTION

Kersey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	14	No Activity
MONDAY	15	Coral Corp. moved in and started setting guard rail posts.
TUESDAY	16	Complete setting posts, start hanging rail.
WEDNESDAY	17	Complete hanging rail and pour all Type I Anchors.
THURSDAY	18	Bolting up rail and installing reflector posts.
FRIDAY	19	Complete bolting up rail. Install all reflectors. General site cleanup. Project completed.
SATURDAY	20	No activity

REMARKS

Status; Project complete.

Next Week; Final Inspection.

This is the final weekly report to be submitted for this project.

SIGNED AH Jones LOCATION Springfield
Oregon Bridge Engineering Co.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

October 31, 1976

INVOICE

Mr. Jesse Tibbetts
Tillamook County Roadmaster
County Shop
Tillamook, Oregon 97141

Re: Field Engineering on Burton Bridge

For professional services: period ending 10/31/76

Total from previous invoice		$22,512.75
112 Hours @ 8.70 =	974.40	
1/2 Hour @17.15 =	8.58	982.98
Overhead @85.85%		843.89
421 Miles @.15 per Mile		63.15
Telephone Expense		23.08
Travel Expense		11.32
Transit & Level Rent		30.00
		$24,467.17
Less Previous Payments		22,512.75
Total Amount Due		$ 1,954.42

OK J R Tibbetts

Invoice #3197 Job #97-4

OREGON BRIDGE ENGINEERING COMPANY
Consulting Engineers
P. O. Box 72
Springfield, Oregon 97477

October 31, 1976

RECEIVED
COUNTY & CITY SECTION
NOV 9 1976
☐ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ BE
☒ UPE ☒ CE ☑ RE ☒ RPE ☐

INVOICE

Mr. Jesse Tibbetts
Tillamook County Roadmaster
County Shop
Tillamook, Oregon 97141

For professional services:

Fixed Fee for Burton Bridge
as per Agreement. $3,100.00

OK J R Tibbetts

[illegible] for [illegible] and approval
11-9-76

Invoice #3198 Job #97-4

BURTON BRIDGE

MONTHLY

OCTOBER - 1976

NAME	NO. EXEMP'S CLAIMED	REG. TIME-R.T. OVERTIME-O.T.	F 1	S 2	S 3	M 4	T 5	W 6	T 7	F 8	S 9	S 10	M 11	T 12	W 13	T 14	F 15	S 16	S 17	M 18	T 19	W 20	T 21	F 22	S 23	S 24	M 25	T 26	W 27	T 28	F 29	S 30	S 31	TIME WORKED	TOTAL HOURS	RATE PER HOURLY RATE	RATE PER AMOUNT
G. S. H. Jones		R.T. O.T.	8			8	8	8	8				8	8	8	8	8			10			4	4				2	2	2	8				112	8.70	974.40
L. P. Pierce		R.T. O.T.																													1/2				1/2	17.15	8.58
		R.T. O.T.																																			
Vehicile Mileage		R.T. O.T.																																	421	.15	63.15
Tel[illegible]hone Expense		R.T. O.T.																																			23.08
Travel Expense		R.T. O.T.																																			11.32
Transit + Level Rent		R.T. O.T.																																			30.00
CK/A R Tibbetts		R.T. O.T.																																			
																																	TOTALS →				1110.53

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Tillamook County
Board of Commissioners
Courthouse

Tillamook, OR 97141

Attention of
Mr. Jess Tibbetts
Roadmaster

Request No. (assigned by staff engineer or head of division) cc 1623

Date August 26, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $90,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Tillamook River (Burton) Bridge-Off-System Project Covered by Agreement dated 7/30/75		68,000.00
		To be retained		$22,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 90,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
229-1003-297

Submitted by:
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Tillamook County
Board of Commissioners
Courthouse
Tillamook, OR 97141

Attention of Mr. Jess Tibbetts
Roadmaster

Request No. (assigned by staff engineer or head of division) cc 1622

Date August 26, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering

Advance Deposit $2,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the Tillamook River (Burton) Bridge Off-System Project Covered by agreement dated 7/30/75		1,500.00
		To be retained		$ 500.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 2,000.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
229-1964-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OSR
Till Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 26, 1976

FILE: 229-1003

Phillip O. Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID ENGINEER

TO: Accounting Division

SUBJECT: Construction Engineering
Progress Payment
Burton Bridge, Tillamook Co.
Prefix #229-1003

Attached is an invoice and payroll record from Oregon Bridge Engineering which represents a progress billing for construction engineering performed in June, 1976. Also attached is a note of approval signed by Tillamook County Board Chairman F. E. Knight.

Region Office has reviewed and approved the billing. Please make payment to Oregon Bridge Engineering Company in the amount of $2,119.45.

POS/elf

Attach.

cc: L. W. Rulien
Chet Anderson

PROJECT [illegible]
JUL 27 '76
[illegible]
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
COUNTY & CITY SECTION
JUL 27 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AF ☐ ME
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

837

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-120	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT	State: Oregon County: Tillamook Project No.: OS-2900(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 1 mi. S. of SCL Tillamook, S. 1.1 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	11-19-75	0.852
RIGHTS-OF-WAY		
CONSTRUCTION	5-6-76	0.852
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 416,973	$ 326,030

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ES Hunter

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator ____________________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 17, 1976

Federal-Aid Project
No. OS-2900(1)

Tillamook River (Burton) Bridge Sec.
County Road
Tillamook County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 9,557.00

Type Code 6201
Roadway (Sta. 45+00 to Sta. 90+00)

Mobilization	All Required		15,000.00
Temporary Protection and Direction of Traffic	All Required		2,500.00
Flagmen	80 hours	15.00	1,200.00
Embankment in Place	560 cu.yds.	6.00	3,360.00
Watering	270 M-gals.	10.00	2,700.00
1-1/2"-0 Aggregate Base	9,400 cu.yds.	7.25	68,150.00
Class "B" or Class "C" Asphalt Concrete	3,500 tons	20.00	70,000.00
Guard Rail, Type 2	3,550 lin.ft.	5.50	19,525.00
Guard Rail, Type 2A	100 lin.ft.	8.00	800.00
Guard Rail Anchors, Type 1	10 only	350.00	3,500.00
Rail End Pieces, Type C	12 only	100.00	1,200.00
Rail End Pieces, End Shoes	4 only	60.00	240.00
Delineators	93 only	25.00	2,325.00
			$190,500.00

Anticipated Items

Temporary Erosion Control	All Required		$ 1,000.00
	Subtotal		$191,500.00
	Engineering		25,852.00
	Total		$217,352.00

Type Code X080
Burton Bridge #C1594 (Sta. 57+80 to Sta. 60+10)

Bridge Removal Work	All Required		$ 16,000.00
Structure Excavation	30 cu.yds.	42.00	1,260.00

Furnish Pile Driver Equipment	All Required		15,000.00
Furnish 14-inch Prestressed Concrete Piling	2,275 lin.ft.	8.50	19,337.50
Drive Prestressed Concrete Piles	1,480 lin.ft.	1.00	1,480.00
Structural Concrete, Class 3300 (195 cu.yds.)	All Required		35,100.00
4'x25'/30' Prestressed Slabs	40 only	772.00	30,880.00
4'x80'/85' Prestressed Box Beams	8 only	4,800.00	38,400.00
Reinforcement (24,400 lbs.)	All Required		10,000.00
	Subtotal		$167,457.50
	Engineering		22,606.50
	Total		$190,064.00

Length of Roadway	0.808 Mile
Length of Structure (1)	0.044
Total	0.852 Mile
Cost of Roadway Per Mile	$269,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	County Funds
P.E.	$ 9,557.00	$ 7,472.00	$ 2,085.00
Roadway	217,352.00	169,947.00	47,405.00
Structure	190,064.00	148,611.00	41,453.00
Total	$416,973.00	$326,030.00	$ 90,943.00

Group 1	100%
Contract No.	8370
Prefix No.	229-1003
Prefix No.	229-1964 P.E.

Tillamook River (Burton) Bridge Sec.
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 500.00

05P

June 8, 1976

Hon. F. E. Knight, Chairman
Board of County Commissioners
P. O. Box 266
Tillamook, OR 97141

Dear Shang;

In answer to your letter of June 4, we awarded the contract for the Tillamook River (Burton) Bridge off-system project yesterday, June 7, 1976.

You may make your advance deposit in the amount of $90,000 as soon as possible after the beginning of your new fiscal year, July 1, 1976.

Very truly yours,

RHP

Robert H. Prange
Rural Engineer
County-City Unit

RHP:mm

cc: Phil Stearns

☐ ENGR. ☐ ASST. ☑ OE ☒ AE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

OSR
Till Co

BOARD OF COMMISSIONERS
R. F. BRENNAN
F. E. KNIGHT
CHAS. D. BAILEY

TILLAMOOK COUNTY BOARD OF COMMISSIONERS
P. O. BOX 266
TILLAMOOK, OREGON 97141

June 4, 1976

Robert H. Prange
Rural Engineer
Project Management Section
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Bob:

This letter is to confirm receipt of your correspondence of June 1, 1976 informing us of the satisfactory bid from Ross Brothers Construction, Inc. for the Tillamook River (Burton) Bridge Section and your request for the advance deposit in the amount of $90,000.00.

The funds are available and a warrant will be paid upon demand as soon as possible after the beginning of the next fiscal year which is July 1, 1976.

If you have any questions please contact this office at (503) 842-5511 Ext. 303.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
FOR TILLAMOOK COUNTY, OREGON

F E Knight

F.E. Knight, Chairman

6-7-76
Walt Bernie advised that our agreement & contract are sufficient to allow the award of this project prior to July 1, 1976. I requested Earl Nelson to award the contract today.

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ BE
☐ UPS ☐ CE ☑ RE ☐ RPE ☐

Off-Sytem
Tillamook

June 1, 1976

Board of Commissioners
Tillamook County
P. O. Box 266
Tillamook, Oregon 97141

Gentlemen:

On May 27, 1976 a satisfactory bid was received from Ross Brothers Construction, Inc., 3501 Brooklake Road, N. E., Salem 97303, for the Tillamook River (Burton) Bridge Section. This is an Off-System Project.

The anticipated construction cost based on their bid is as follows:

Contractor's Bid	$357,957.50
Temporary Erosion Control	1,000.00
State Responsibility for Damages	500.00
Contingencies (4-1/2%)	16,175.59
Engineering (9%)	32,351.18
Estimated Total Cost	$407,984.27

County's Estimated Share:

22% of $407,984.27 = $89,756.40

ADVANCE DEPOSIT = $90,000.00

☐ ENGR. ☐ ASST. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Please make your check in the amount of $90,000.00 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, P. O. Box 30, Salem 97310.

Very truly yours,

Robert H. Prange
Rural Engineer
Project Management Section

HR:sch

bc w/att: Phil Stearns--Upon receipt of county's check, notify Carl Nelson at 378-6563, attach copy of notification of advance deposit No. AD-203 and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

PROJECT NO.: #12 - TILLAMOOK COUNTY

OWNER: OREGON STATE HIGHWAY DEPARTMENT

TILLAMOOK RIVER (BURTON) BRIDGE SECTION
MARKET ROAD NO. 15

DATE: MAY 27, 1976

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Mobilization	1	[illegible]	[illegible]	[illegible]
	L.S.	Temporary Protection and Direction of Traffic	2	[illegible]	[illegible]	[illegible]
80	Hrs.	Flagmen	3	[illegible]	[illegible]	[illegible]
		ROADWORK				
560	C.Y.	Embankment in Place	4	6	[illegible]	4
270	M-gals.	Watering	5	[illegible]	[illegible]	6
9,400	C.Y.	1-1/2" - 0 Aggregate Base	6	[illegible]	[illegible]	5^{00}
3,500	Tons	Class "B" or "C" Asphalt Concrete	7	20	[illegible]	25
3,550	L.F.	Guard Rail, Type 2	8	[illegible]	[illegible]	6
100	L.F.	Guard Rail, Type 2A	9	8	7^{50}	8
10	Only	Guard Rail Anchors, Type 1	10	250	[illegible]	300
12	Only	Rail End Pieces, Type C	11	100	[illegible]	100
4	Only	Rail End Pieces, End Shoes	12	[illegible]	70	[illegible]
93	Only	Delineators	13	25	16	15
		STRUCTURE				
	L.S.	Bridge Removal Work	14	6000	12000	[illegible]
30	C.Y.	Structure Excavation	15	40	60	50
	L.S.	Furnish Pile Driving Equipment	16	[illegible]	[illegible]	7000
2,275	L.F.	Furnish 14" Prestressed Concrete Piling	17	[illegible]	8^{50}	8
1,480	L.F.	Drive Prestressed Concrete	18	[illegible]	[illegible]	3

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner

PRINTED IN U.S.A.

TILLAMOOK COUNTY

PROJECT NO.: #12 - TILLAMOOK RIVER (BURTON) BRIDGE SECTION, MARKET RD. NO. 15 PAGE: 2 of 2

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Structural Concrete, Class 3300	19	[illegible]	[illegible]	[illegible]
40	Only 4' x 25'/30' Prestressed Slabs	20	[illegible]	[illegible]	[illegible]
8	Only 4' x 80'/85' Prestressed Box Beams	21	[illegible]	[illegible]	[illegible]
	L.S. Reinforcement	22	[illegible]	[illegible]	[illegible]
			[illegible]		[illegible]
				[illegible]	

TILLAMOOK RIVER (BURTON) BRIDGE SECTION

COUNTY ROAD

TILLAMOOK COUNTY

FAP No. OS-2900(1)
0.8 mile Grading, Paving and Structure

Bids Received May 27, 1976

1.	Mobilization	All Specified		$ 30,000.00
2.	Temporary Protection and Direction of Traffic	All Specified		1,000.00
3.	Flagmen	80 hours	15.00	1,200.00
	ROADWORK			
4.	Embankment in Place	560 cu.yds.	4.00	2,240.00
5.	Watering	270 M-gals.	8.00	2,160.00
6.	1-1/2" - 0 Aggregate Base	9,400 cu.yds.	7.50	70,500.00
7.	Class "B" or "C" Asphalt Concrete	3,500 tons	25.00	87,500.00
8.	Guard Rail, Type 2	3,550 lin.ft.	10.00	35,500.00
9.	Guard Rail, Type 2A	100 lin.ft.	12.00	1,200.00
10.	Guard Rail Anchors, Type 1	10 only	350.00	3,500.00
11.	Rail End Pieces, Type C	12 only	130.00	1,560.00
12.	Rail End Pieces, End Shoes	4 only	100.00	400.00
13.	Delineators	93 only	15.00	1,395.00
	STRUCTURE			
14.	Bridge Removal Work	All Specified		20,000.00
15.	Structure Excavation	30 cu.yds.	15.00	450.00
16.	Furnish Pile Driving Equipment	All Specified		5,000.00
17.	Furnish 14" Prestressed Concrete Piling	2,275 lin.ft.	11.00	25,025.00
18.	Drive Prestressed Concrete Piles	1,480 lin.ft.	3.00	4,440.00
19.	Structural Concrete, Class 3300	All Required		31,200.00
20.	4' x 25'/30' Prestressed Slabs	40 only	840.00	33,600.00
21.	4' x 80'/85' Prestressed Box Beams	8 only	5,500.00	44,000.00
22.	Reinforcement	All Required		6,100.00
			For Comparison of Bids	$407,970.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$407,970.00
Anticipated Additional Items:		
Temporary Erosion Control	$1,000.00	
State Responsibility for Damages	500.00	
		1,500.00
		$409,470.00
Contingencies (4-1/2%)		18,426.15
Engineering (9%)		36,852.30
Estimated Net Authorization, Construction		$464,748.45

SAFECO INSURANCE CO[illegible]Y OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

FAS-C

PROJECT NO.: #12 - TILLAMOOK COUNTY

OWNER: OREGON STATE HIGHWAY DEPARTMENT

TILLAMOOK RIVER (BURTON) BRIDGE SECTION
MARKET ROAD NO. 15

DATE: MAY 27, 1976

PAGE 1

Holst Oakridge [illegible]
Hannon Bros. Portland 442,530
Coast Marine " 584,374

1. [illegible] Bros Salem 357,957 50
2. A.K. Lunmark Co 409,825 50
3. Hamilton Const. Spring 410,275 -

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Mobilization	1	15,000	9,000	40,000
	L.S.	Traffic Temporary Protection and Direction of	2	2,500	2000	2,000
80	Hrs.	Flagmen	3	15-	15-	16-
560	C.Y.	ROADWORK Embankment in Place	4	6-	6^{50}	4-
270	M-gals.	Watering	5	10-	10-	6-
9,400	C.Y.	1-1/2" - 0 Aggregate Base	6	7^{25}	7^{75}	8^{50}
3,500	Tons	Class "B" or "C" Asphalt Concrete	7	20-	26-	25-
3,550	L.F.	Guard Rail, Type 2	8	5^{50}	5^{60}	6-
100	L.F.	Guard Rail, Type 2A	9	8-	7^{90}	8-
10	Only	Guard Rail Anchors, Type 1	10	350	330	300
12	Only	Rail End Pieces, Type C	11	100	110	100
4	Only	Rail End Pieces, End Shoes	12	60-	70-	75-
93	Only	Delineators	13	25-	16-	15-
	L.S.	STRUCTURE Bridge Removal Work	14	16,000	12,000	10,000
30	C.Y.	Structure Excavation	15	40-	20-	20-
	L.S.	Furnish Pile Driving Equipment	16	15,000	15,000	7,000
2,275	L.F.	Furnish 14" Prestressed Concrete Piling	17	8^{50}	8^{50}	8-
1,480	L.F.	Drive Prestressed Concrete	18	1-	9-	3-

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TILLAMOOK CO.
PROJECT NO.: #12 - TILLAMOOK RIVER (BURTON) BRIDGE SECTION, MARKET RD. NO. 15 PAGE: 2 of 2

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Structural Concrete, Class 3300	19	35,100	46,000	40,000
40	Only	4' x 25'/30' Prestressed Slabs	20	772	1,072	1,000
8	Only	4' x 80'/85' Prestressed Box Beams	21	4,800	5,430	5,000
	L.S.	Reinforcement	22	10,000	7,840	7,500

Form B 512A (REV. 8/72)

OREGON STATE HIGHWAY DIVISION

JOB NUMBER 12

Summary of Bids Received and Construction Authorization

Project TILLAMOOK RIVER (BURTON) BRIDGE SECTION

Highway COUNTY ROAD

County TILLAMOOK

F.A. Project No. OS 290001

Engineer's Estimate 407,970.00

Date Bids Received 05/27/76

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	ROSS BROS CONSTRUCTION INC SALEM	357,957.50
02	A K LUNDMARK & SON, INC COLTON 97017	409,825.50
03	HAMILTON CONSTRUCTION CO SPRINGFIELD 97477	410,275.00
04	HOLST CONSTRUCTION COMPANY OAKRIDGE 97463	429,978.75
05	HANNAN BROS CONSTR, INC PORTLAND 97266	448,530.00
06	COAST MARINE CONSTRUCTION, IN PORTLAND 97221	584,374.00

CONSTRUCTION AUTHORIZATION

Contract amount . . . . $ 357,957.50

Additional anticipated items:

ST RESPONSIB DAMAGES	500.00
TEMPORARY EROSION CONTROL	1,000.00

ENGINEER'S RECOMMENDATION

	SPRINGFIELD 97477	
04	HOLST CONSTRUCTION COMPANY OAKRIDGE 97463	429,978.75
05	HANNAN BROS CONSTR, INC PORTLAND 97266	448,530.00
06	COAST MARINE CONSTRUCTION, IN PORTLAND 97221	584,374.00

CONSTRUCTION AUTHORIZATION

Contract amount	$	357,957.50
Additional anticipated items:		
ST RESPONSIB DAMAGES		500.00
TEMPORARY EROSION CONTROL		1,000.00
Subtotal	$	359,457.50
		16,175.59
Contingencies and engineering		32,351.18
Subtotal	$	407,984.27
Credit for maintenance rock		.00
Net construction authorization	$	407,984.27

ENGINEER'S RECOMMENDATION

Deputy State Highway Enginee

State Highway Engine

[illegible]

Off-System

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 229-1964

May 18, 1976
Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Subject A.C. Testing Requirements
Burton Bridge Section
Tillamook River Co. Rd.

TO: C. T. Reasey
CONSTRUCTION ENGINEER

RECEIVED
COUNTY & CITY SECTION
MAY 24 1976
☑ ENGR. ☐ COOR. ☑ DE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

The special provisions on the subject project call for the following non-standard specifications:

1. Aggregate sub-base and base compaction determination visual means.
2. Asphaltic concrete pavement
    - a. Commercial mix
    - b. Automatic paver control system is waived.
    - c. Aggregate need not be separated, delivered, and stored in separate size piles.
    - d. Compaction is to be determined by visual means.

The portions relative to compaction and automatic paver controls are not too serious. However, I don't believe commercial mix produced from a single pile with just a broad band specification should have been allowed for 3,500 tons of mix. Specifications Engineer, C. G. Swenson, concurs. However, this did not come to his attention until Monday, May 17, which was the last day for putting out a change letter which he would prefer not to do. Therefore, he reviewed the matter with FHWA District Engineer, Glenn Hossner, who concurs that under the circumstances, we will live with the specification. But this does not determine the degree of testing that should be involved.

Consulting engineers on the Off-Systems projects would like to get by with a minimum of testing. So would we. However, we must still meet the secondary road plan. An attempt to discuss the testing requirements with FHWA Area Engineer, Paul Riedl, was unsuccessful. He indicated that their review comes at the final inspection since we are operating under the secondary road plan.

Mr. Swenson indicated that we could do any amount of testing that we wanted. If left to the consultant, he would do no more than we'd do under our small quantity commercial mix program. However, it is my opinion that even though only a commercial mix is specified, we should do the full degree of quality and field rotorex testing specified in the inspectors manual. If you concur, we will so inform Oregon Bridge Engineering Company who are the consultants on this project. But we should not make them do that degree of testing unless it is necessary to do so to conform to the secondary road plan. If it isn't necessary, then we should consider cutting back to this degree of testing on our own projects. Your early review would be appreciated. Some preliminary discussions on this matter have been held with Quality Control Engineer, John Walker.

GWW/dea
cc: C. G. Swenson
Don Harwell
Chet Anderson
Bill Fretwell

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit 5-6-76

Subject: Federal Aid Project No. OS-2900(1)
Project Name Tillamook River (Burton) Bridge Section
Tillamook County

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Tillamook, Oregon, this 6th day of May, 1976

County of Tillamook

F. E. Knight
County Judge/Chairman

Chas D Bailey
Commissioner

Commissioner

C.C. John Oaks

RECEIVED
COUNTY & CITY SECTION
MAY 11 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

5-70

Tillamook Cnty

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

REPLY TO
ATTENTION OF:
NPPND-RF-2

5 May 1976

Oregon State Highway Department
Bridge Division
Highway Building
Salem, OR 97310

ATTN: Mr. Donald Keyes

Gentlemen:

After consideration of the content of several telephone conversations between Mr. Keyes of your office, Mr, Wally Parmentier of Oregon Bridge Engineering Company and Messrs. Brockschink and Payne of my staff, it has been determined that a permit under Section 404 of the Federal Water Pollution Control Act, amendments of 1972, will not be required for the reconstruction of the Burton Bridge across the Tillamook River in Tillamook County, since all concrete used in the bridge pier is to be formed and poured in mortar tight forms above the ordinary high water elevation.

Sincerely,

J R Brockschink
for A. J. HEINEMAN
Chief, Navigation Division

1 Versteeg ✓
Olson
Christensen
Scott
Copy Swenson
Savage
Copy Trout

RECEIVED
MAY 6 - 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

LOCATION
SECTION

AMERICAN REVOLUTION BICENTENNIAL
1776-1976

8370

75

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

May 3, 1976

Donald E. Keyes

FROM: Donald E. Keyes
Location Liaison Engineer

SUBJECT: Tillamook River (Burton) Bridge
Tillamook County

TO: FILE

NOTED
E. S. HUNTER

In a telephone conversation on April 30 with Mr. Roy Brockschink of the Corps of Engineers, the need for a Corps permit for the above project was discussed.

A permit is not required for driving piles or for removing the existing structure; however, the pouring of concrete in the water area would require a Corps permit. In this case, the only concrete that would be involved would be the concrete in bents 3 and 4. Mr. Brockschink indicated to me that if the Corps could be assured that the concrete would be poured so that there was no way the fresh concrete could enter the water, they could issue a letter clearing this project.

Discussed the above with Walt Hart. He will contact the designers of the bridge, Oregon Bridge Engineering Company, on Monday and ask that they get such a letter from the Corps.

DEK:mc

cc E. S. Hunter ✓
W. J. Hart
J. H. Versteeg
C. O. Fredrickson

8370 15

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Tillamook River (Burton) Bridge
Date April 2, 1976

Highway: OS - 2900 (1)
Traffic Coefficient 6.5

County: Tillamook
18 kip s.a. per day 16.5

Prefix: 229-1964
R value 9

Res. Engr: C. A. Anderson
Frost Penetration - - -

CBE Total Requirement 21.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Application)	3.0"
3.5"	A.C. (Immediate)	7.0"
11.0"	A.B.	11.0"
16.0"		21.0"

NOTED
E. S. HUNTER

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
STATE HWY ENGR
APR 7 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CSR - Till Co

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

- 19-75

FEDERAL AID PROJECT NO. OS-2900(1)

STATE PROJECT NO. Tillamook River (Burton) Bridge Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. OS-8

COUNTY NAME Tillamook

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

DATE PS&E APPROVED November 19, 1975	DATE AUTHORIZATION EFFECTIVE November 19, 1975	FEDERAL ROUTE NUMBER Non Federal-aid route STATE ROUTE NUMBER County Road

GENERAL LOCATION:
County Road 1 mile south of South City Limits of Tillamook - south 1.1 miles.

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering, Grade, Pave and one structure.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at a total estimated cost
☒ xxxxxxxxxxxxx of $9,557 - federal funds $7,454.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of November 19, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's November 5, 1975 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $440,443 - federal funds $343,546 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 11-19-75	SIGNATURE OF APPROVING OFFICIAL C R Burkhardt for	TITLE Division Administrator

FORM PR-1240 (REV. 2-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 11-19-75

BY (Signature): L.W.Rulien's November 5, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS Section 219

~~STAGE 1~~
ITEM NOS. 8 THRU

~~[illegible]~~
ITEM NOS. THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	** FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
8	OS-2900(1)	1.1	450,000	351,000	Tillamook River (Burton) Bridge Section. Tillamook County State of Oregon.	Preliminary Engineering, Grade, Pave and construct one Bridge including utility preparatory work.

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
**		11-19-75	C R Burghardt G. L. Green, Division Administrator

* Program approval ~~[illegible]~~ shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-590

Budget Bureau No. 41-R2067; A

U.S. DE

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

November 5, 1975

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 1 mi. S. of SCL Tillamook, S. 1.1 mi 21 65	ADT	PRESENT DHV 75 720	FUTURE 1,200 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. Gr. Pave. & One Bridge 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) OS- 14 23	NUMBER 2900 7	

CARD 4	CLASS OF FEDERAL FUNDS (Section 219) Off System Roads	COUNTY NAME Tillamook				CODE 057	
	NAME OF URBAN AREA ---- 17-31	ROUTE NO.	FEDERAL-AID Non (32)	STATE Co. Rd. (36)	U.S. --- (37)		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		Co. Rd., 1 mi. S. of S CL Tillamook, S. 1.1 mi.	1.1	9,557	7,454		2,103 (Co.)
5					**ROW**							
5					**CONST** (CODE) 6201 X080		"Tillamook River (Burton) Bridge Section"	1.1	440,443	343,546		96,897 (Co.)

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	1.1	450,000 (16) (23)	351,000 (24) (31)		99,000 (Co.)
1	14	PROGRAM APPROVAL DATES					REMARKS	

NOV 19 1975

FHWA OREGON DIVISION

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

November 5, 1975

TION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
1 mi. S. of SCL Tillamook, S. 1.1 mi		DHV 75 720	1,200	95	10	Oregon	41	627	8

ypewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI.	DESIG.
idge								OS-	2900	(1)		

n 219) Off System Roads

COUNTY NAME: Tillamook — CODE: 057

ROUTE NO.: FEDERAL-AID: Non — STATE: Co. Rd. — U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☒ 2

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
53	Co. Rd., 1 mi. S. of SCL Tillamook, S. 1.1 mi.	1.1	9,557	7,454		2,103 (Co.)	P.E. all phases; construct prestressed conc. bridge (L.230') remove existing str. construct approaches, leveling course & A.C. pave.
	"Tillamook River (Burton) Bridge Section"	1.1	440,443	343,546		96,897 (Co.)	ROW-60' minimum; Access control-none; Parking restrictions-none. Utility adjustments required incl. prep. work.
	PROJECT TOTALS	1.1	450,000	351,000		99,000 (Co.)	

RECEIVED
COUNTY & CITY SECTION
NOV 25 1975
☐ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

TES

REMARKS

-Over-

ON

USCOMM DUSCOMM-DC 48905-P61

TILLAMOOK RIVER (BURTON) BRIDGE SECTION

PROJECT NO. OS-2900(1)

Existing Facilities:

Roadway -- 32-foot graded and rock base.

Structure #C1594 -- Steel thru truss, length of 100 feet; horizontal clearance 17' 3"; H-10 loading.

Adjacent Sections:

N. End -- 18-foot oil surface roadway.

S. End -- 18-foot oil surface roadway.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Remove and dispose of existing bridge . Construct, on existing alignment, a prestressed concrete bridge approximately 230 feet in length with a horizontal clearance of 30 feet. Construct approach roadways, furnish and install guardrail.
3. Furnish and place rock leveling course, A.C. paving and gravel shoulders from approximately 0.3 mile north of the bridge to approximately 0.7 mile south of the bridge to provide for two 11-foot travel lanes with 5-foot gravel shoulders.

Note: Preliminary and construction engineering will be accomplished by the consultant firm of Oregon Bridge Engineering Company with review and contracting by State forces. County widened the existing roadway and installed the base rock.

Exception to Minimum Design Standards: None

Relocation Assistance Payments: None

System Action, Airports, Railroads, Wat
and Recreational Areas: None involve

Tillamook County Airport is loca
miles S.E. of the project; howev
operation of the airport will re

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None req
Plan (Cagegory 3 Project).

(b) Location/Design -- Not a fa
of this project.

IM 50-1-70 Requirements: Exempt from
, District 1 Clearinghouse A-95 review

FHPM 7-7-2 Requirements: Nonmajor act
by FHWA on October 15, 1975.

Route Data: This is a farm-market roa
route.

Data for PR-37:

Roadway 6201		$14
Structure X080		$30
	Total	$44

NOTE: This project is in Congressiona

ER (BURTON) BRIDGE SECTION

CT NO. OS-2900(1)

and rock base.

thru truss, length of 100 feet; horizontal
oading.

ace roadway.

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leveling course, A.C. paving and gravel shoulders
3 mile north of the bridge to approximately 0.7 mile
provide for two 11-foot travel lanes with 5-foot

struction engineering will be accomplished by the
Oregon Bridge Engineering Company with review and
forces. County widened the existing roadway and
rock.

ards: None

None

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Tillamook County Airport is located approximately 1 1/4 miles S.E. of the project; however, no conflict with the operation of the airport will result from this project.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Cagegory 3 Project).

(b) Location/Design -- Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 1 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on October 15, 1975.

Route Data: This is a farm-market road, school bus and mail route.

Data for PR-37:

Roadway 6201		$140,443
Structure X080		$300,000
	Total	$440,443

NOTE: This project is in Congressional District No. 1.

PRO 6-2

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 5, 1975

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. OS-2900(1)

We are submitting program data for one project, Item No. 8, Project No. OS-2900(1), "Tillamook River (Burton) Bridge Section", which we desire to have included in the Off-System Roads Program under Section 219 of Title 23 USC.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request concurrent with program approval authorization to proceed with all phases of preliminary engineering as programed at an estimated total cost of $9,557 with federal funds of $7,454.

It is understood your approval of the program will result in an obligation of $450,000 in total cost and $351,000 in federal funds.

CL:md

cc: C. O. Fredrickson (Region 2)

Budget Bureau No. 41-R2067; Ap

U.S. De

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

November 5, 1975

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (43 typewriter spaces) Co. Rd., 1 mi. S. of SCL Tillamook, S. 1.1 mi 21	ADT	PRESENT DHV 75 720	FUTURE 1,200	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. Gr. Pave. & One Bridge	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) OS-	NUMBER 2900

CARD 4	CLASS OF FEDERAL FUNDS (Section 219) Off System Roads	COUNTY NAME Tillamook	CODE 057
	NAME OF URBAN AREA ---- 17-31	ROUTE NO.	FEDERAL-AID Non
		STATE Co. Rd.	U.S. ---

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-16)	18	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					PE		Co. Rd., 1 mi. S. of SCL Tillamook, S. 1.1 mi.	1.1	9,557	7,454		2,103 (Co.)
5					ROW							
5					CONST (CODE) 6201 X080		"Tillamook River (Burton) Bridge Section"	1.1	440,443	343,546		96,897 (Co.)

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	1.1	450,000	351,000		99,000 (Co.)
1	14	PROGRAM APPROVAL DATES			(19) (28)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

November 5, 1975

ON (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
1 mi. S. of SCL Tillamook, S. 1.1 mi		DHV 75 720	1,200	95	10	Oregon	41	627	8

pewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI. DESIG.
dge								OS-	2900	(1)	

n 219) Off System Roads

COUNTY NAME: Tillamook CODE: 057

ROUTE NO.: FEDERAL-AID: Non STATE: Co. Rd. U.S.: ---

PROGRAM STAGE ☐ 1 OR ☒ 2

			ESTIMATED PROJECT COST BY PHASES				
STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	Co. Rd., 1 mi. S. of SCL Tillamook, S. 1.1 mi.	1.1	9,557	7,454		2,103 (Co.)	P.E. all phases; construct prestressed conc. bridge (L.230') remove existing str. construct approaches, leveling course & A.C. pave.
	"Tillamook River (Burton) Bridge Section"	1.1	440,443	343,546		96,897 (Co.)	ROW-60' minimum; Access control-none; Parking restrictions-none. Utility adjustments required incl. prep. work.
	PROJECT TOTALS	1.1	450,000	351,000		99,000 (Co.)	

ES

REMARKS

-Over-

USCOMM DUBCOMM-DC 48908-P61

TILLAMOOK RIVER (BURTON) BRIDGE SECTION

PROJECT NO. OS-2900(1)

Existing Facilities:

Roadway -- 32-foot graded and rock base.

Structure #C1594 -- Steel thru truss, length of 100 feet; horizontal clearance 17' 3"; H-10 loading.

Adjacent Sections:

N. End -- 18-foot oil surface roadway.

S. End -- 18-foot oil surface roadway.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Remove and dispose of existing bridge. Construct, on existing alignment, a prestressed concrete bridge approximately 230 feet in length with a horizontal clearance of 30 feet. Construct approach roadways, furnish and install guardrail.
3. Furnish and place rock leveling course, A.C. paving and gravel shoulders from approximately 0.3 mile north of the bridge to approximately 0.7 mile south of the bridge to provide for two 11-foot travel lanes with 5-foot gravel shoulders.

Note: Preliminary and construction engineering will be accomplished by the consultant firm of Oregon Bridge Engineering Company with review and contracting by State forces. County widened the existing roadway and installed the base rock.

Exception to Minimum Design Standards: None

Relocation Assistance Payments: None

System Action, Airports, Railroads, Wat
and Recreational Areas: None involve

Tillamook County Airport is loca
miles S.E. of the project; howe
operation of the airport will r

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None re
Plan (Cagegory 3 Project).

(b) Location/Design -- Not a f
of this project.

IM 50-1-70 Requirements: Exempt from
, District 1 Clearinghouse A-95 revi

FHPM 7-7-2 Requirements: Nonmajor ac
by FHWA on October 15, 1975.

Route Data: This is a farm-market roa
route.

Data for PR-37:

Roadway 6201	$14
Structure X080	$30
Total	$44

NOTE: This project is in Congressiona

RIVER (BURTON) BRIDGE SECTION

OJECT NO. OS-2900(1)

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loading.

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clearance of 30 feet. Construct approach roadways,
guardrail.

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of Oregon Bridge Engineering Company with review and
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tandards: None

: None

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Tillamook County Airport is located approximately 1 1/4 miles S.E. of the project; however, no conflict with the operation of the airport will result from this project.

FHPM 7-7-5 Requirements:

(a) Public Hearings -- None required under Oregon Action Plan (Cagegory 3 Project).

(b) Location/Design -- Not a factor in the development of this project.

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Route Data: This is a farm-market road, school bus and mail route.

Data for PR-37:

Roadway 6201		$140,443
Structure X080		$300,000
	Total	$440,443

NOTE: This project is in Congressional District No. 1.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 30, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer
BUILDING

SUBJECT: Consultant Agreement Amendment
Tillamook River (Burton) Br. Section
Off-System Roads Project
Tillamook County

Attached for your approval is an amendment to the subject consultant agreement. The original agreement was approved by you September 29, 1975; however, the scope of the project has changed to the effect that the consultant's fees have increased. We have checked the consultant's fees and found them to be reasonable.

If you approve please sign the signature page and return the agreement for programming.

LWR/RHP:sch

Attachment

Copies to Clift Laux
for programming
11-4-75

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
OCT 30 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

ACTION INFO
OCT 31 1975

RECEIVED
COUNTY & CITY SECTION
NOV 3 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

OREGON BRIDGE ENGINEERING CO.

REVISIONS TO BURTON CONSULTING AGREEMENT

OCTOBER 15, 1975

EXHIBIT B

A. WORK TO BE DONE BY CONSULTANT.

1. Design phase work by consultant.
   - a. Write preliminary draft of special provisions for review by State.
   - b. Prepare final summary of quantities and cost estimate to be submitted with final plans.
2. Construction Engineering phase by consultant.
   - a. Furnish all lines and grades.
   - b. Check and approve all shop drawings and rebar details.
   - c. Provide all onsite construction inspection and offsite construction inspection for prestress elements necessary for construction of the structure.
   - d. Obtain, prepare and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite and offsite at the precast beam casting yard.
   - e. Prepare weekly construction reports and monthly estimates.
   - f. Prepare necessary change orders and price agreements.

g. Conduct final inspection.

h. Prepare final reports and "As Constructed" drawings.

B. WORK TO BE DONE BY OTHERS.

1. County. County shall obtain all rights-of-way and cause to be moved all utilities as may be necessary. County shall conduct the corridor hearings, if required, which will include preliminary design sketches of structure and approaches by Consultants. County will furnish ADT Survey data. County will obtain necessary Coast Guard approvals of design. County will complete subgrade construction and field engineering for that portion of the work.

2. State.

a. Preliminary engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials sampling, testing and analysis as required;

Review and approval of location studies, and preliminary plans;

Review and approval of Consultant's plans, estimates and special provisions;

Prepare title sheet, furnish standard drawings, print and assemble plans, special provisions and contract, if contract is awarded by State.

b. Construction engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:

Materials sampling, testing, and analysis, if required, including asphalt plant inspection, if mutually agreeable.

Furnish copies of test reports and other data to consultant.

EXHIBIT B

ADDENDUM TO CONSULTANTS PRELIMINARY ENGINEERING COSTS

ADDITIONAL SCOPE OF THE WORK:

1. Preliminary Engineering Phase.
    a. Partial redesign of structure from 26 foot roadway to 30 foot roadway to comply with design standards of "Geometric Design Guide for Local Streets and Roads, Part 1-Rural", AASHTO 1970.
    b. Onsite sampling and testing of new fill embankment. Roadway base design.
    c. Design and drafting of grading sheets including typical section, guardrail and sight posts, plan profile sheets showing alignments, grades, superrates, road approaches, etc.
    d. Verification of plans (checking and preliminary field layout).
    e. Grading specifications, etc.

ESTIMATED ADDITIONAL PROJECT COSTS	$175,000.00
LUMP SUM ADDITIONAL FEE FOR PRELIMINARY ENGINEERING	$ 5,100.00

EXHIBIT B

ADDITION TO FIELD CONSTRUCTION ENGINEERING

ESTIMATED ADDITIONAL PROJECT COST		$175,000
ADDITIONAL WIDTH OF BRIDGE AND PILING		No Charge
ADDITIONAL PRECAST PLANT INSPECTION		2 Man-days
SURVEY CREWS		
Subgrade staking at bridge ends, base rock, guard rail and sight posts, general survey		23 Man-days
INSPECTION		
Rockbase and compaction, AC paving shoulder rock placement, guard rail sight posts, etc.		55 Man-days
ADDITIONAL OH SUPERVISION		5 Man-days
SURVEY & INSPECTION	80 MD @ $65	$ 5,200
SUPERVISION	5 MD @ $125	625
		$ 5,825
OVERHEAD ALLOWANCES	85.85%	$ 5,000
SUBSISTANCE/TRAVEL	85 @ $25	2,125
		$ 12,950
FIXED FEE FOR CONSTRUCTION SERVICES		$ 1,300
		$ 14,250
ESTIMATED CONSTRUCTION ENGINEERING		8.1%

These costs, except for fixed fee, are an estimate only and actual salaries and overhead expenses will be those in effect at the time of construction.

EXHIBIT B

SUMMARY EXHIBIT A & B

DESIGN FEE LUMP SUM	$2,957 + $5,100	=	$ 8,057
CONSTRUCTION ENGINEERING FEE	$1,800 + $1,300	=	$ 3,100
ESTIMATED COST CONSTRUCTION ENGINEERING NOT TO EXCEED WITHOUT AUTHORIZATION	$22,000 +$17,000	=	$39,000

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. ______________________ officials have acted in this matter pursuant to Ordinance or Resulution No.______ adopted by its Board of Commissioners on the 22nd day of October, 1975.

CONSULTANT, by and through its
Company Officers

Firm OREGON BRIDGE ENGINEERING CO.

By W A [illegible]

CONCURRENCE

OSHD E S Hunter

Date 10-31-75

FHWA______________________

Date______________________

COUNTY by and through its Board
of Commissioners

BY Chas D Bailey

BY F. E. Knight

BY R. F. [illegible]

ATTEST

June Wagner

~~City Recorder~~/County Clerk

EXHIBIT B

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem

October 29, 1975

FROM: Robert H. Prange
Rural Engineer

SUBJECT: OSR Program Request

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

Project #OS-2900(1)

County: Tillamook   Section: Tillamook River (Burton) Bridge Section

Termini: Approximately 2 miles south of the City of Tillamook

Proposed Work: P.E. and bridge level course and pave

Project Length: Approximately one mile

Costs	Total	Federal	County
P.E. Consultant	$ 8,057	$ 6,285	$ 1,772
State	1,500	1,170	330
Construction	440,443	343,546	96,897

Existing Facilities: Steel thru truss bridge 100 feet long with 17 foot 3 inch roadway. The roadway on either side of the bridge has been graded and base rock has been placed for a 32-foot surface.

Adjacent Sections:
North End
- new 32-foot roadway
South End

Project Data: All phases of P.E.
Construct a reinforced concrete bridge approximately 230 feet long with a 30-foot roadway. No sidewalks, also construct the approaches and connections install guardrail, remove and dispose of the existing bridge, place riprap and resurface approximately 1 mile of roadway with 3 inches of high type pavement 22 feet in width and place gravel on 5-foot shoulders. Engineering is to be done by a consulting firm (Oregon Bridge Engineering Company).

Right-of Way: 60 feet minimum   Access Control: none

Railroad Crossing: none

Minimum Design Standards: minimum standards or greater

System Action: none

Route Data: This is a farm to market and recreation road, and is a school bus and mail route.

Public Hearing: not required

Environmental Assessment:

☐ ENGR. ☐ ASST. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

Park and Recreation Area Affected: none affected

Relocation Assistance: no one moved

Social, Economic and Environmental Effects Considered: yes

Location and Design Approved:

Clearinghouse Approved:

Council of Governments:

U.S. Army, Coast Guard, Fish Commission: have been requested

Approved by D.O.T.: 7/30/75

ADT: 720 present

HR:dp

Contract 8370

13

8370

FORM 81-734-3030

FILE: PRO 4-3

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
October 22, 1975

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: PROJECT ASSESSMENT
Burton Bridge Section
Tillamook River Road
Tillamook County

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

Approved 10/22/75

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 1 : E. L. Everton

RECEIVED
STATE HWY ENGR
OCT 21 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date August 27, 1975

A. PROJECT IDENTIFICATION

Name of Project Burton Bridge OS-2900 (-) (Section)   OS-2900(-)

Location of Project Tillamook River Road (Highway Name)   County Road (Highway No., US - ORE)

	Tillamook	2
(City)	(County)	(Region)

Program	O.S.R.	$450,000	Pending
	(Funding)	(Estimated Cost)	(Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace a narrow deteriorated bridge that has a limited load capacity and restricted sight distance, and to surface a recently reconstructed one mile section of road.

Origin and History: The project originated December, 1974 by administrative action of the Tillamook County Commissioner. Project request, dated June 4, 1975, forwarded to the Oregon State Highway Division. Project approved by the Transportation Commission July 30, 1975. A U.S. Coast Guard permit to construct a new bridge has been approved by the district office. Approval of the national office is pending.

C. DESCRIPTION OF PROJECT

Length One mile along River Road and 0.10 mile along Fraser Road.

Termini The northerly terminus is 0.3 mile north of the river crossing. The southerly terminus is 0.7 mile south of river crossing. Approximately 0.1 mile of the relocated section of Fraser Road intersection would also be surfaced.

Alignment ___ New X Existing ___ Combined

CATEGORY
3 PROJECT
non-major

Description of Project (cont.)

Right-of-Way (acreage and type of land use): None required.

Typical Section: 2 - 11 foot travel lanes with 5 foot gravel shoulders.

Structures: A prestressed concrete bridge 32 feet wide by 230 feet long crossing the Tillamook River.

Characteristics (ADT): The ADT for 1970 was 720.

Other General Information (or Supplemental information to items): The section of road extending from 0.3 mile north of the river crossing to 0.7 mile south of the crossing has been reconstructed to subgrade elevation by county forces Fraser road intersection has been reconstructed at a new location to provide greater sight distance at the bridge site. The reconstructed road grade is approximately 3 feet higher than the original grade that crossed the flood plain. The proposed structure would match this grade line. Extreme flooding conditions such as the one occurring in 1965 and 1972 would not overtop this higher grade line. The backwater effect created by the higher road grade has been considered in the bridge design to minimize these effects.

Project Sketch Map is Attached: X Yes ___ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Minor alternatives in the bridge design are being considered.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: X Not Required ___ Required ___ Recommended

Type __________ Tentative Date(s) __________

A-95 Review: ___ Not Required X Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.): The bridge site is within the flood plain of the Tillamook River at a point approximately 3.5 miles upstream from the southernmost point of Tillamook Bay. Tidal influence extends upstream beyond the bridge site for several miles. The river channel is

Brief Environmental Setting of Project Area (Cont.)

confined by manmade dikes extending on either side of the stream. Tide gates provide drainage for the flood plain area isolated by the dikes. The Tillamook River drains a section of the Oregon Coast area subject to a 90 inch annual rain fall. Flooding is frequent with the dikes being overtopped on occasions of high tides in combination with a high surface water runoff. Major flooding occurred in 1965 and again in 1972 overtopping the road near the bridge site. The flood plain surrounds the bridge site except to the southwest where low rolling hillsides extend down to the flood plain. The hillsides are sandstone covered with a mantle of topsoil supporting a woodland vegetative growth. The flood plains are water deposited silts with a vegetative cover of grasses, forbes, and brush. The Tillamook River is tributary to the Tillamook Bay Estuary, Oregon's second largest, and is a valuable fishery resource with spawning areas for Chinook, Coho and Chunn Salmon, Steelhead and Cuthroat Trout.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.): The bridge site and surrounding area is rural in nature with the river flood plains used exclusively for stock pasture. A few farm homes and related buildings are scattered along the bench land above the flood plains. Approaching the City of Tillamook population density increases with areas of more urbanized sections intermixing with farmsteads and farm lands. Ambient noise levels and air quality are well within the guidelines established by the FHWA guide lines. The construction of a new bridge eliminting the weight restrictions of the present structure may encourage an increase in heavy truck traffic. Noise levels may increase noticeably but should be within the FHWA guide lines. Power and telephone facilities are adjacent to the construction area but will not be disturbed by proposed construction. A small water main attached to the existing structure would be affected by bridge replacement.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Righ-of-Way Requirements: None required

   Consequences:

2. Estimated Changes in Traffic Patterns: Some local logging trucks may use the facility as a by pass of the more congested central business district of Tillamook.

   Consequences: A slight increase in truck traffic on the Tillamook River Road with a corresponding reduction in truck traffic in the Tillamook C.B.D.

3. Estimated Changes in Land Use: None anticipated as a result of road construction.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources: Construction of a new bridge and the removal of the old one will require some work within the Tillamook River.

   Consequences: A temporary impact during construction, minimized by the enforcement of the standard specifications controlling water quality during construction.

5. Expected Adverse Effects on Cultural and Scenic Resources: No significant effects are anticipated.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern: None identified or anticipated.

7. Potential for Controversial Issues: None anticipated.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist		X	
Urban Economist			
Water Quality Spec.		X	
Accustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

  ☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

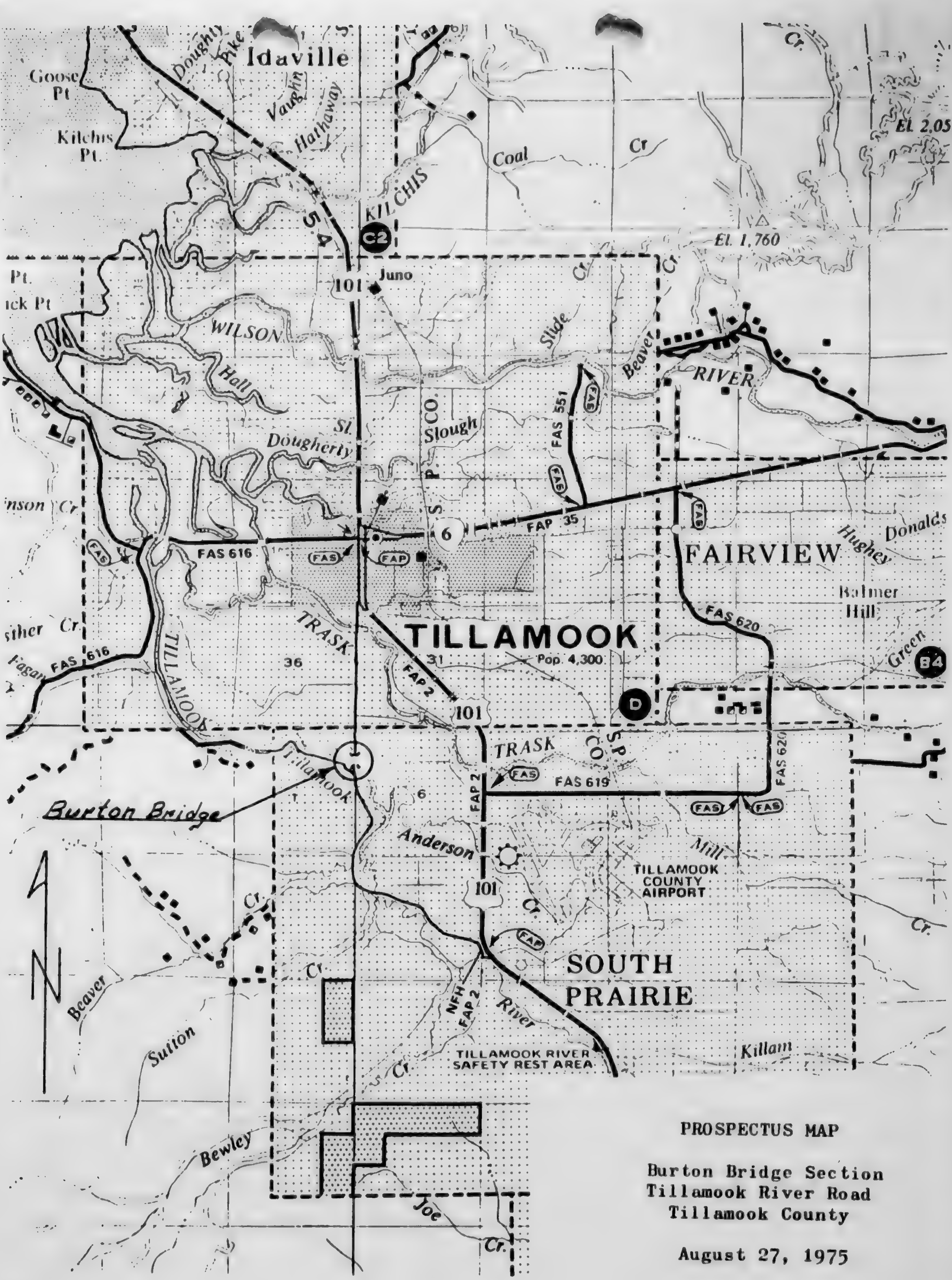
☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________

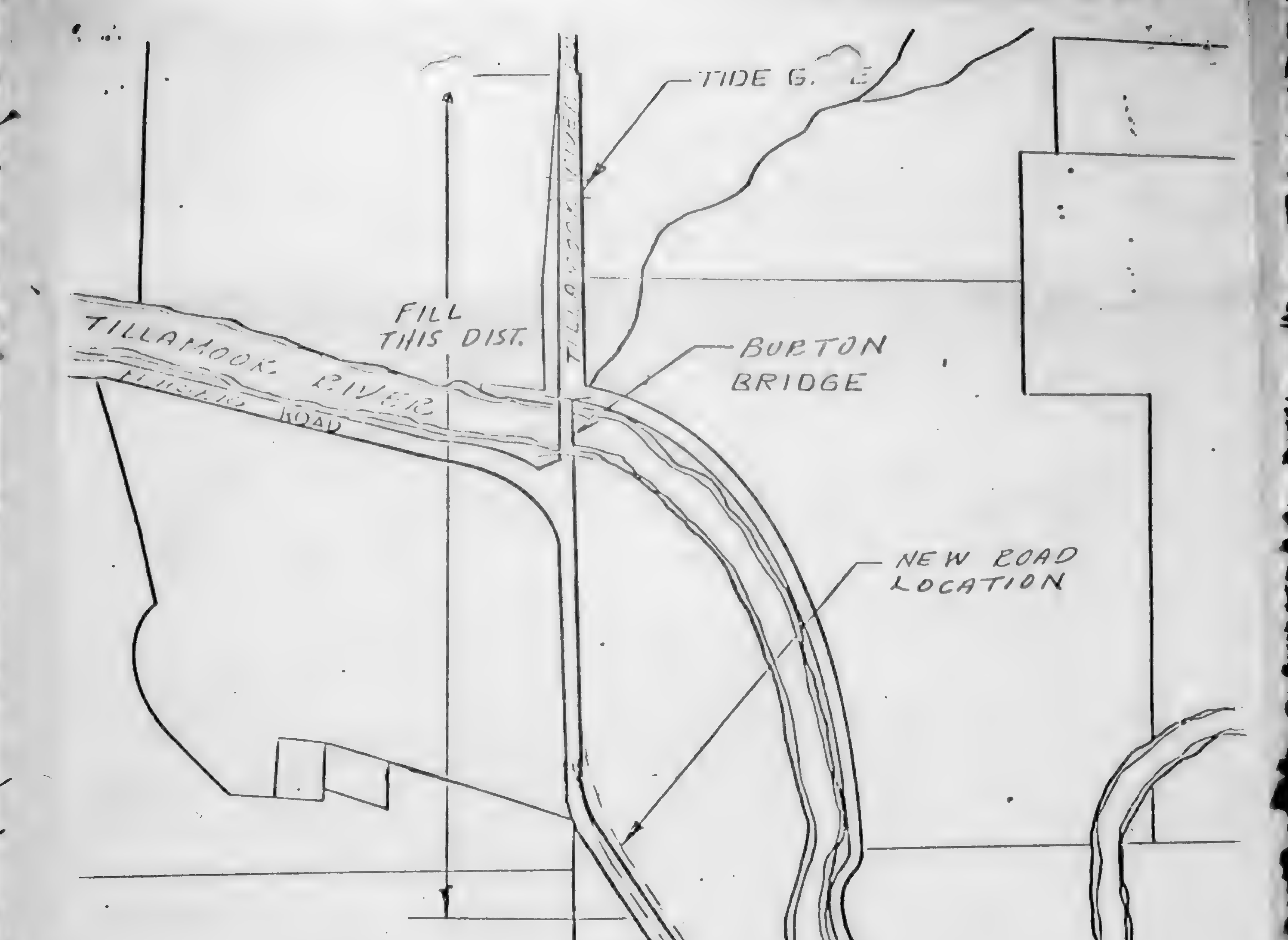
In accordance with FHPM 772 paragraph 10 and 11 surfacing on existing facility or bridge replacement are not considered to a major action or to have a significant impact on the social, economical, or natural environment.


Idaville
Goose Pt
Kilchis Pt.
Doughty
Pike
Vaughn
Hathaway
54
KILCHIS
C2
Coal
Cr
El. 2,05
El. 1,760
Cr.
101
Juno
WILSON
Hall
Slide
Cr.
Beaver
Cr.
RIVER
Slough
St. Dougherty
S. P. CO.
FAS 551
FAS
6
FAP 35
FAS
FAS 616
FAS
FAP
FAIRVIEW
Hughey
Donalds
Balmer Hill
FAS 620
Green
84
TILLAMOOK
Pop. 4,300
TRASK
36
31
FAP 2
101
D
FAS 616
Fagan
TILLAMOOK
Burton Bridge
Tillamook
TRASK
S.P. CO.
FAS
FAS 619
FAS 620
FAS
FAS
FAP 2
6
Anderson
Mill
TILLAMOOK COUNTY AIRPORT
101
Cr.
FAP
Cr.
SOUTH PRAIRIE
Beaver
Cr.
Cr.
Sutton
NFH FAP 2
River
TILLAMOOK RIVER SAFETY REST AREA
Killam
Cr.
Bewley
Joe
Cr.
N

PROSPECTUS MAP

Burton Bridge Section
Tillamook River Road
Tillamook County

August 27, 1975


TIDE GATE
TILLAMOOK RIVER
FILL
THIS DIST.
TILLAMOOK RIVER
ROAD
BURTON
BRIDGE
NEW ROAD
LOCATION
CUT AREA
Anderson

OSR
Till Co

OREGON BRIDGE ENGINEERING CO.
CONSULTING ENGINEERS

DESIGN & CONSTRUCTION
ENGINEERING

P. O. BOX 72, SPRINGFIELD, OREGON 97477
TELEPHONE: (503) 746-8673

October 16, 1975

Mr. Jesse Tibbetts
Roadmaster
Tillamook County
Tillamook, Oregon 97141

Re: Burton Bridge & Roadwork
OBEC Job No. 97-4

Dear Mr. Tibbetts:

We would like to outline where we stand on this project at this time and to suggest a schedule for completion. It seems that a bid on the State letting in late February is a reasonable expectation. This would allow for completion of the structure in about mid-June, which would be a good time for construction at the rockbase and paving on the 1.1 miles of road.

In order to meet the bid date, we will first need authorization from the State to continue with preliminary engineering. We cannot legally do any work and be paid for it until this authorization is received. Our original Consultant's Agreement was sent to the State on August 1, 1975, and the amendment which added the roadwork is now in the mail. If we receive approval by November 1, we should then have no difficulty in meeting the proposed bid date.

Since the project is now on the "off-system" funding, the bridge roadway width must be increased from the 26' shown on our original plans to 28' minimum to satisfy Federal requirements. We may need to amend the application for the Coast Guard permit. When you receive approval from the Coast Guard for the original application, we would like to have a copy of their correspondence for our files. At that time we can check into the need for an amendment.

We have been in contact with the State and it appears that 22' of paving on a 32' subgrade will be satisfactory for this project. In order for us to prepare the grading

Prange
Discuss w/Mike
Plz
#

RECEIVED
COUNTY & CITY SECTION
OCT 17 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

drawings for the base and paving we will need the following items:

1. Alignment and gradeline data.
2. Rights-of-way information.
3. Road approach locations.
4. Fill height information for guardrail location.

As we understand it, the subgrade will be completed by your crews except at the bridge ends, and you will be placing fill alongside the roadway at those points for surcharge and later placing by the contractor.

Very truly yours,

LOUIS F. PIERCE
Chief Design Engineer

LFP:bi

cc: Mr. Walt Hart
✓Mr. Don Harwell

8370

43

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FED. HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 15, 1975

In reply refer to: 1041EC.1

SUBJECT: Project Assessments (See Below)

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The project assessments submitted with Mr. Rulien's September 15 and 29 letters have been reviewed. We concur with your finding that the proposed projects constitute non-major actions.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessments will be subject to future reviews at the appropriate stage during project development.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
Eddie Welsh, Reg Env

Project RS-603(-)
Frazier Creek Bridge
Benton County

Project RS-605(-)
Old Oregon Coast Hwy-Salmon River Hwy
North Bank Road
Lincoln County

Project OS-2900(-)
Burton Bridge Section
Tillamook River Road
Tillamook County

RECEIVED
STATE HWY ENGR
OCT 17 '75
REFER TO Rulien
FOR

Info	Inves	R/D	DR	Sign	Act	File
					✓	

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Form E-39 (Rev. 9-71)

OFF SYSTEM
Till. Co.

EGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Burton Bridge

Highway Tillamook River Road

County Tillamook

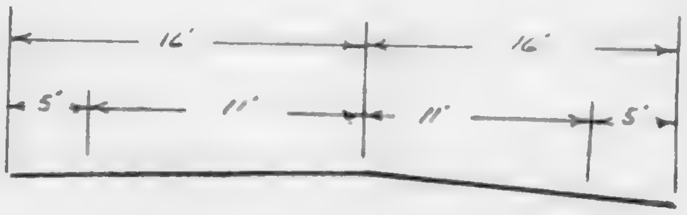
Date Sept. 23, 1975

Authorization No. 1

Survey Prefix 229-1964 (Assigned by Salem office)

Description of terminal, route, length, etc.:

The project is located from 0.3 miles north of Burton Bridge to 0.7 miles south of the bridge on the Tillamook River Road, also to 0.1 miles from intersection along Fraser Road.



Typical Section

(Bridge)

RECEIVED
COUNTY & CITY SECTION
NOV 22 1975
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Purpose of survey:

The purpose of the survey is to prepare plans, specifications, cost estimate, and bridge vicinity map for the removal of the existing Burton Bridge, construction of a new structure, riprap and guardrail work. This is an Off System project.

Estimate of cost:

Field	901	100
Plans	905	200
Bridge	906	1,000
Utilities	914	100
Proj. Mgt	920	100
Specifications	921	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 2,000

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by: James E. Chaney
Field Engineer

Recommended for Approval:
Location Engineer

Recommended for Approval:
Regional Engineer

Approved:
Assistant State Highway Engineer

SP*23604-734

CO

OFFICE ENGINEERING SECTION
F. E. APPR. 11-19-75
FED. AID 05 STATE

OSR
Till Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 25, 1975

FILE:

FROM: L. W. Rulien
Project Management Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Consultant Agreement
Tillamook River (Burton) Bridge
Off-System Roads Project
Tillamook County

Attached for your approval is the subject consultant agreement. This is a typical agreement which FHWA has approved as to form and content. The Bridge Section has reviewed it and found the engineering cost and estimates to be reasonable.

If you approve, please sign the agreement on page 11 and the Consultant Certificate on the last page, and return it to the County-City Unit for further processing. ←

RHP:dp

Attachment

RECEIVED
STATE HWY ENGR
SEP 29 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Approved by
Hunter 9-29-75

NOTED
E. S. HUNTER

RECEIVED
COUNTY & CITY SECTION
[illegible] 30 '75
☐ ENGR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CE ☐ [illegible] ☐ [illegible] ☐
R

CONSULTANT AGREEMENT
OFF-SYSTEM ROADS PROGRAM

THIS AGREEMENT, made and entered into by and between Tillamook County, acting by and through its Board of Commissioners, hereinafter referred to as "County", and the firm of Oregon Bridge Engineering Company, an Oregon corporation, whose office address is 223-M North "A" Street, Springfield, acting by and through its Company Officers, hereinafter referred to as "Consultant";

W I T N E S S E T H

RECITALS

1. County plans and proposed to construct Burton Bridge over the Tillamook River.

2. County has determined that they do not have the necessary personnel to perform the required work and it is advisable and desirable to engage the professional services and assistance of Consultant. County has further determined that Consultant is adequately staffed and suitably equipped to perform the engineering services required for completion of the project in a satisfactory, economical and expeditious manner.

3. Attached hereto, marked Exhibit "A", and by this reference made a part hereof, is a copy of Consultant's proposed work program, including the cost basis schedule for payment of fees. Hereinafter, said work shall be referred to as "project".

NOW, THEREFORE, in consideration of these premises and of the mutual covenants herein set forth, it is agreed by and between the parties hereto as follows:

THINGS TO BE DONE BY CONSULTANT

1. Consultant shall perform all the necessary work and services outlined in the attached Exhibit "A", and shall confer with County during the project, whenever it is deemed necessary.

2. Consultant shall maintain or establish a working office within the State of Oregon, or in the close proximity of the project, that will be convenient to County, State Highway Division and Federal Highway Administration for the review and discussion of the work as it progresses.

3. Consultant shall present bills directly to County for the cost of work performed in accordance with the provisions of Exhibit "A".

THINGS TO BE DONE BY GOVERNMENT AGENCIES

1. County shall, immediately upon final approval and execution of this agreement, assign a liaison or contact person to be responsible for review of Consultant's work, and to receive, audit, approve, and forward to the State Highway Division all billings from Consultant.

2. County shall pay 100 percent of the difference between the actual total cost of the project and the amount contributed toward the cost of the project by the Federal Government.

3. County shall execute this agreement during a duly authorized session of its Board of Commissioners.

4. The parties expect that, pursuant to an agreement between Tillamook County and the Oregon Department of Transportation, Highway Division ("State") shall assign a liaison engineer to review Consultant's work and approve billings submitted by Tillamook County, that all approved billings from the Consultant shall be paid by the State and, upon completion of the project, State shall submit all claims for federal participation to the Federal Highway Administration.

5. Upon execution of this agreement, Tillamook County shall request that State shall forward the agreement to the Federal Highway Administration for approval in the manner prescribed by federal regulations and that, upon approval, a letter of notification be sent to Consultant allowing work on the project to proceed.

GENERAL PROVISIONS

1. Time. It is agreed that the Consultant shall start performance under this contract not later than 30 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 60 calendar days thereafter. If, in the opinion of the County, an extension of time is warranted due to major changes required by the County, or due to weather conditions, or other factors beyond the control of the Consultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

2. Payment.

a. Preliminary and Design Engineering Fee. In consideration of terms and obligations of this agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum of 2,957.00 Dollars, payable in monthly increments based on periodic progress reports of performance plus the actual costs of jobsite foundation drilling.

b. Construction Engineering Fee. The County also agrees to pay to the Consultant as full compensation for construction engineering services herein described, based on the Consultant's actual cost plus a fixed amount for profit, not to exceed $ 22,000.00 except as stipulated in paragraph 14 under GENERAL PROVISIONS.

c. No retained percentages will be withheld from Consultant's bills.

3. Retention of Records and Documents. The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorzed representatives of the Federal Government, and copies thereof shall be furnished if requested.

4. Endorsement. Consultant shall place his endorsement on all engineering data furnished by Consultant.

5. Covenant Against Contingent Fees. Consultant warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for Consultant, to solicit or secure this agreement, and that Consultant has not paid or agreed to pay any company or person, other than a bona fide employee working solely for Consultant, any fee, commission, percentage, brokerage fee, gifts or any other consideration, contingent upon or resulting from the award or making of this agreement. For breach or violation of this warranty, County shall have the right to annul this agreement without liability, or, in its discretion, to deduct from the contract price or consideration or otherwise recover the full amount of such fee, commission, percentage, brokerage, fee, gift or contingent fee.

6. Design Standards. The design standards and procedures for this project shall be governed by the "Geometric Design Guide for Local Roads and Streets", Part 1-Rural, published by AASHTO, 1970.

7. Project Developement, Methods and Forms. The Consultants shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the project.

8. Ownership of Documents. All data to be furnished by Consultant under this agreement shall be delivered to and become sole property of the County.

9. Termination. The County reserves the right to terminate this agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the agreement.
2. If the project is abandoned or indefinitely postponed.
3. If the Consultant's services are, in the judgment of County, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the County terminates this agreement, the County shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following paragraph 10 "Disputes".

10. Disputes. Should any dispute regarding this agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final

11. Responsibility for Claims and Liability. Consultant shall save and hold harmless the County, its officials and employees from all claims, suits or actions of whatsoever nature caused by or arising out of the negligence of Consultant, its subcontractors, agents or employees under this agreement.

12. Compliance with Laws. The parties hereto agree and understand that they will comply with all applicable Federal and State statutes and regulations including, but not limited to, Title 6, U.S.C., Civil Rights Act; Title 18, U.S.C., Anti-Kickback Act; Title 23, U.S.C., Federal Highway Act; and titles 2 and 3 of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. Furthermore, such provisions as are necessary to comply fully with the laws of the State of Oregon concerning public contracts and provisions to be included therein are hereby made a part of this agreement by this reference and Consultant shall comply with the obligations and other provisions of said laws the same as though such obligations and provisions were fully set out herein.

13. Assignment, Transfer or Subcontracting. Except as may be specifically provided herein, Consultant shall not assign, transfer or subcontract this agreement, any part hereof or any part of the work covered by this agreement, without the prior written consent of County and any such assignment, transfer or subcontracting without such prior written consent shall be grounds for immediate termination of this agreement by the County. No consent of County shall be given in any case, however, to any subcontracting in excess of 50 percent of the work of Consultant under this agreement (excluding "specialized services" designated as such in this agreement), based on the amount of the total contract price attributable to such subcontracted work.

14. Changes in Work. In the event the County decreases or increases the amount of work specified under this agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the State, this agreement shall be amended

or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State and the Federal Highway Administration.

If any amendment or supplement is made to this agreement covering changes not within the scope of the services to be supplied herein, and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State and the Federal Highway Administration in writing before proceeding with the changes specified therein.

15. Successors and Assigns. The provisions of this agreement and all rights and obligations hereunder shall extend to and bind the approved successors, assigns, transferees, and subcontractors of Consultant and any successor as assign of County.

16. Certificate. The executed certificate attached hereto and marked Exhibit "B" is by this reference made a part of this agreement

17. Prohibition Against Hiring Certain Personnel. The Consultants shall not engage on a full- or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration of the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

18. Equal Opportunity. During the performance of this agreement, Consultant, for itself, its assignees and successors in interest, agrees as follows.

a. Compliance with Regulations. Consultant shall comply with the regulations of the Department of Transportation relative to nondiscrimination in federally-assisted programs of the Department of Transportation, Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this agreement.

b. Nondiscrimination. Consultant, with regard to the work performed after award and prior to completion of the agreement work, shall not discriminate on the grounds of race, color, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. Consultant shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices, when the agreement covers a program set forth in Appendix "B" of the Regulations.

c. Solicitations for Subcontract, Including Procurements of Materials and Equipment. In all soliciations either by competitive bidding or negotiation made by Consultant for work to be performed under a subcontract, including procurements of materials and equipment, each potential subcontractor or supplier shall be notified by Consultant of Consultant's obligations under this agreement and Regulations relative to nondiscrimination on the grounds of race, color or national origin.

d. Information and Reports. Consultant will provide all information and reports required by Regulations, or orders and instructions issued pursuant thereto, and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by State or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

e. Sanctions for Noncompliance. In the event of Consultant's noncompliance with the nondiscrimination provisions of the agreement, State shall impose such agreement sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

(1) Withholding of payments to Consultant under the agreement, until Consultant complies; and/or

(2) Cancellation, termination or suspension of the agreement, in whole or in part.

f. Incorporation of Provisions. Consultant will include the provisions of paragraph 18A through 18F in every subcontract, including procurements of materials and leases of equipment, unless exempt by Regulations, order, or instructions issued pursuant thereto. Consultant will take such action with respect to any subcontract or procurement as State or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that, in the event Consultant becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, Consultant may request State to enter into such litigation to protect the interests of State, and, in addition, Consultant may request the United States to enter into such litigation to protect the interests of the United States.

19 Jurisdiction. This agreement shall be governed as to validity, interpretation and performance by the laws of the State of Oregon and to the commencement and maintenance in the State of Oregon by State or any third party of any suit, action or proceeding based on any claim arising out of or in connection with Consultant's work under this agreement. In the event that Consultant is a corporation, but not an Oregon corporation, Consultant shall obtain a certificate of authority to do business in the State of Oregon from the Corporation Commissioner of the State of Oregon before entering into this agreement. If such certificate is not obtained by Consultant, however, at the time it enters into this agreement, then Consultant hereby appoints the Corporation Commissioner of the State of Oregon as Consultant's agent for service of process in connection with Consultant's work under this agreement. Provisions of Oregon law applicable to public contracts of this type are hereby incorporated.

IN WITNESS WHEREOF, the parties hereto have set their hands and affixed their seals as of the day and year hereinafter written. ________ ____________________ officials have acted in this matter purusant to Ordinance or Resolution No. ______ adopted by its ________________ ____________________ on the 30 day of July, 1972.

CONSULTANT, by and through its Company Officers

Firm OREGON BRIDGE ENGINEERING CO.

BY ____________________

CONCURRENCE

OSHD ____________________

Date 9-29-75

FHWA ____________________

Date ____________________

COUNTY by and through its Board of Commissioners

BY Chas D Bailey

BY ____________________

BY F E Knight

ATTEST

____
City Recorder/County Clerk

OREGON BRIDGE ENGINEERING CO.

STATEMENT OF DIRECT COSTS AND OVERHEAD COSTS

AS OF MAY 31, 1974

DIRECT COSTS

Salaries and payroll taxes		$184,140
Outside services		9,641
Blueprinting		977
Travel, entertainment and promotion		926
Other costs		9,569
	Total	$205,253

OVERHEAD COSTS

Administrative and office salaries and payroll taxes		70,406
Equipment lease and rental		630
Office supplies and expense		9,126
Office rent		6,300
Telephone		2,944
Travel, entertainment and promotion		4,764
Utilities		571
Taxes and licenses		543
Auto expense		160
Employee insurance		7,313
Professional services		782
Dues and subscriptions		1,430
General insurance		10,057
Depreciation		10,723
Contributions to profit sharing and pension trust		38,422
Interest expense		440
Miscellaneous expense		2,977
Transportation repairs and maintenance		8,641
	Total	$176,229

PERCENT OF OVERHEAD COSTS TO DIRECT COSTS	85.85%

EXHIBIT A

METHOD OF ARRIVING AT CHARGEABLE RATES

Effective as of July 1, 1975

	Chief Design Engr.	Chief Const. Engr.	Design Engr.	Project Engr.	Jr. Design Engr.	Jr. Field Engr.
HOURLY SALARY: (Based on monthly salary divided by 173 working hours per month)	11.25	10.67	7.93	7.64	5.19	5.48
PAYROLL TAXES - 9.633 maximum	1.03	.97	.60	.70	.39	.50
VACATIONS, HOLIDAYS, SICK LEAVE	1.25	1.10	.88	.85	.60	.63
PENSION PLAN - 8%	.90	.85	.63	.61	.42	.44
HOSPITALIZATION & INSURANCE	.56	.54	.42	.15	.32	.33
AC[illegible]AL CHARGEABLE RATES	14.99	14.13	10.46	9.95	6.92	7.38
RATES USED	15.00	14.15	10.45	9.95	6.90	7.40

EXHIBIT A

PRELIMINARY ENGINEERING COST

Original quotation accepted by County	$ 8,200.00
Estimate of Project Construction Cost	175,000.00
Design Fee - 4.7%	
Estimate of Consultants Profit - 10%	820.00
Overhead Allowance (Estimated) - 85.85%	

ANALYSIS OF COSTS:

TOTAL	PROFIT	JOB COST
$8,200.00	$820.00	$7,380.00

Net Labor Costs - $7,380/1.8585 = $3,971.00±

Costs to Date - Labor - $2,539.00 = 64% complete of $3,971.00 (Est.)

SUMMARY OF COSTS:

	% of Cost	% of Profit	
100% Tillamook Co.	2539x1.858	(.64x820)	
	$4,718.00	$525.00 =	$5,243.00
Share Costs	(7380 - 4718)	(820 - 525)	
	$2,662	$295.00	$2,957.00
			$8,200.00

EXHIBIT A

CONSTRUCTION ENGINEERING COSTS

Estimated Project Cost		$175,000.00
Fixed Fee for Construction Services		1,800.00
PLUS		
Supervisory Engineer	$125/day @ 5 Days	625.00
Project Engineer	75/day @16 Weeks	6,000.00
Assistant Engineer	65/day @ 6 Weeks	1,950.00
		$ 8,575.00
Overhead Allowance on Salaries - 85.85%		7,360.00
Job Expenses and Subsistence	22 Weeks @ $70	1,540.00
Vehicle Expenses	16 Weeks @ $30	480.00
Misc. Job Expense	16 Weeks @ $10	175.00
Construction Engineering @11.4%		$19,930.00

Total engineering not to exceed $22,000 without prior authorization.

These costs, except for fixed fee, are an estimate only and actual salaries and overhead expenses will be those in effect at the time of construction.

EXHIBIT A

CERTIFICATION OF CONSULTANT

I hereby certify that I am the GENERAL MANAGER and a duly authorized representative of the firm of Oregon Bridge Engineering Company, whose address is 223-M North "A" Street, Springfield, Oregon, and that neither I nor the above firm I here represent has:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract,

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract, or,

(c) paid or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract; except as here expressly stated (if any).

I acknowledge that this certificate is to be furnished to the State Highway Division.

July 28 1975
DATE

SIGNATURE

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the Deputy State Highway Engineer of the Highway Division of the State of Oregon, and that the above consulting firm or his representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this contract to:

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, to any firm, person or organization, any fee, contribution, donation, or consideration of any kind, except as here expressly stated (if any).

9-29-75
DATE

E S Hunter
SIGNATURE

EXHIBIT B

September 23, 1975

Board of County Commissioners
Tillamook County
Courthouse
Tillamook, OR 97141

Attention: June Wagner
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5442

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Burton Bridge Section of the Tillamook River Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (Conf. agree. att.)

OSR
Till. Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

September 16, 1975

Salem, Oregon

Duane O. Christensen

FROM: for Walter J. Hart
Bridge Engineer

TO: Robert H. Prange
Rural Engineer

SUBJECT:

Consultant Agreement
Off-System Project
Tillamook River (Burton) Br.
Tillamook Co.

We have reviewed the attached consultant agreement and have the following comments.

The $8,200 fee for preliminary engineering is reasonable.

Construction engineering charges will be actual costs plus a fixed fee of $1800. Total costs are not to exceed $22,000 without prior authorization. The fixed fee and daily and weekly rates shown on page 4 of Exhibit A are reasonable. The $22,000 limit is 12.6% of the estimated project cost. This is 3 to 4 percent higher than recent agreements that we have checked.

PAA/ag

Attach.

Prange

RECEIVED
COUNTY & CITY SECTION
☐ ENGR. ☐ COOR. ☐ CE ☐ [illegible] ☐
☐ PE ☐ CE R RE ☐ RPE ☐
ACTION
SEP 17 1975

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

NAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

AGENDA
JUL 3 0 1975
4-J

SUBJECT Proposed Off-System Roads Projects

Attached are tabulations and exhibit maps describing and locating a number of proposed Off-System Roads (OSR) projects on rural roads and streets.

Federal aid funds apportioned to Oregon under Section 219, Title 23, U.S. Code, shall be matched by local funds. The participation rate is currently 78 percent federal ($4,678,615), plus 22 percent local ($1,319,609) for a total OSR fund of $5,998,224.

The projects requested by the local agencies are listed as follows:

County Requested Projects

CROOK COUNTY: Grade, drain, base and pave the Ochoco Highway-Old Dry Creek Road Section of Mill Creek Road. The estimated cost of this project is $500,000.

JACKSON COUNTY: Construct ~~two~~ one bridges--(1) Little Butte Creek (Agate Road) Bridge Section and ~~(2) Big Butte Creek (Crowfoot Road) Bridge Section~~. The estimated cost of ~~these two~~ the project~~s~~ is $~~193,600.~~ 105,000. OK

KLAMATH COUNTY: Grade, drain, base and pave the Hildebrand-Forest Boundary Section of Squaw Flat Road. The estimated cost of this project is $300,000.

LINN COUNTY: Sodom Ditch (Linn West Road) Bridge; structure. The estimated cost of this project is $225,000.

MARION COUNTY: Grade, drain, base and pave the Champoeg Road-Case Road Section of Giesy-Yergen Road. The estimated cost of this project is $325,000.

MORROW COUNTY: Install automatic signals and drop arm gates, and improve and widen the crossing at the Union Pacific Railroad Crossing (Patterson Ferry Road) signals. The estimated cost of the project is $50,000.

TILLAMOOK COUNTY: Tillamook River (Burton) Bridge; structure. The estimated cost of this project is $450,000.

WALLOWA COUNTY: Grade, drain, base and pave the Enterprise-Land Fill Section of Ant Flat Road. The estimated cost of this project is $150,000.

City Requested Projects

Omit

CITY OF BROWNSVILLE: Grade, drain, base, curb and pave the Halsey-Sweet Home Highway-Kisling Avenue Section of Washburn Street. The estimated cost of this project is $100,000.

CITY OF CLATSKANIE: Grade, drain, base and pave Nehalem Street and 3rd Street Sections. The estimated cost of this project is $100,000.

CITY OF ELGIN: Grade, drain, base and pave the truck route on 17th Street. The estimated cost of this project is $100,000.

Omit

CITY OF HALFWAY: Grade, drain, base, pave and structure sections on various city streets. The estimated cost of this project is $100,000.

CITY OF HEPPNER: Grade, drain, base and structure, Willow Creek (Morgan Street-Heppner) Bridge section. The estimated cost of this project is $100,000.

CITY OF JOHN DAY: Grade, drain, base and structure, Canyon Creek (N.W. 3rd Avenue-John Day) Bridge section. The estimated cost of this project is $100,000.

CITY OF MILTON-FREEWATER: Grade, drain, base and curb, and pave sections of Dehaven Street and S.W. 6th Avenue. The estimated cost of this project is $70,000.

CITY OF MT. ANGEL: Grade, drain, base and pave sections on Marquam Street and Monroe Street. The estimated cost of this project is $92,000.

CITY OF PRINEVILLE: Grade, drain, base, pave and structure sections of N. Court Street, N. Durham Street and E. Fifth Street. The estimated cost of this project is $78,200.

CITY OF RICHLAND: Grade, drain, base and pave sections on various streets. The estimated cost of this project is $61,000.

CITY OF SCIO: Grade, drain, base, curb and pave the N.W. 1st Avenue-N.W. 4th Avenue section of N.W. Beech Street. The estimated cost of this project is $98,000.

Projects Requested by Road Districts

IRONSIDE ROAD DISTRICT NO. 5 (Malheur County): Grade, drain, base and pave the Shasta Creek Section of Bridgeport Road. The estimated cost of this project is $100,000.

RAINBOW LANE ROAD DISTRICT (Washington County): Grade, drain, base and pave the Rainbow Lane Loop Road. The estimated cost of this project is $100,000.

~~3,087,800~~ 3,104,800

The total estimated cost of these projects is ~~$3,392,800~~ of which ~~$2,646,384~~ will be federal costs and ~~$746,416~~ will be the responsibility of the local agencies. There will be no cost to the State.

~~2,408,484~~
2,421,744

~~674,316~~
683,056

These projects will be on the agenda for the July 30 Commission meeting and I recommend your approval.

bc:
C. W. Head
E. S. Hunter
H. S. Coulter
L. W. Rulien
Gary Sund
George M. Baldwin
R. L. Schroeder
V. E. Skoog
Jack Graham

HR:scr srb

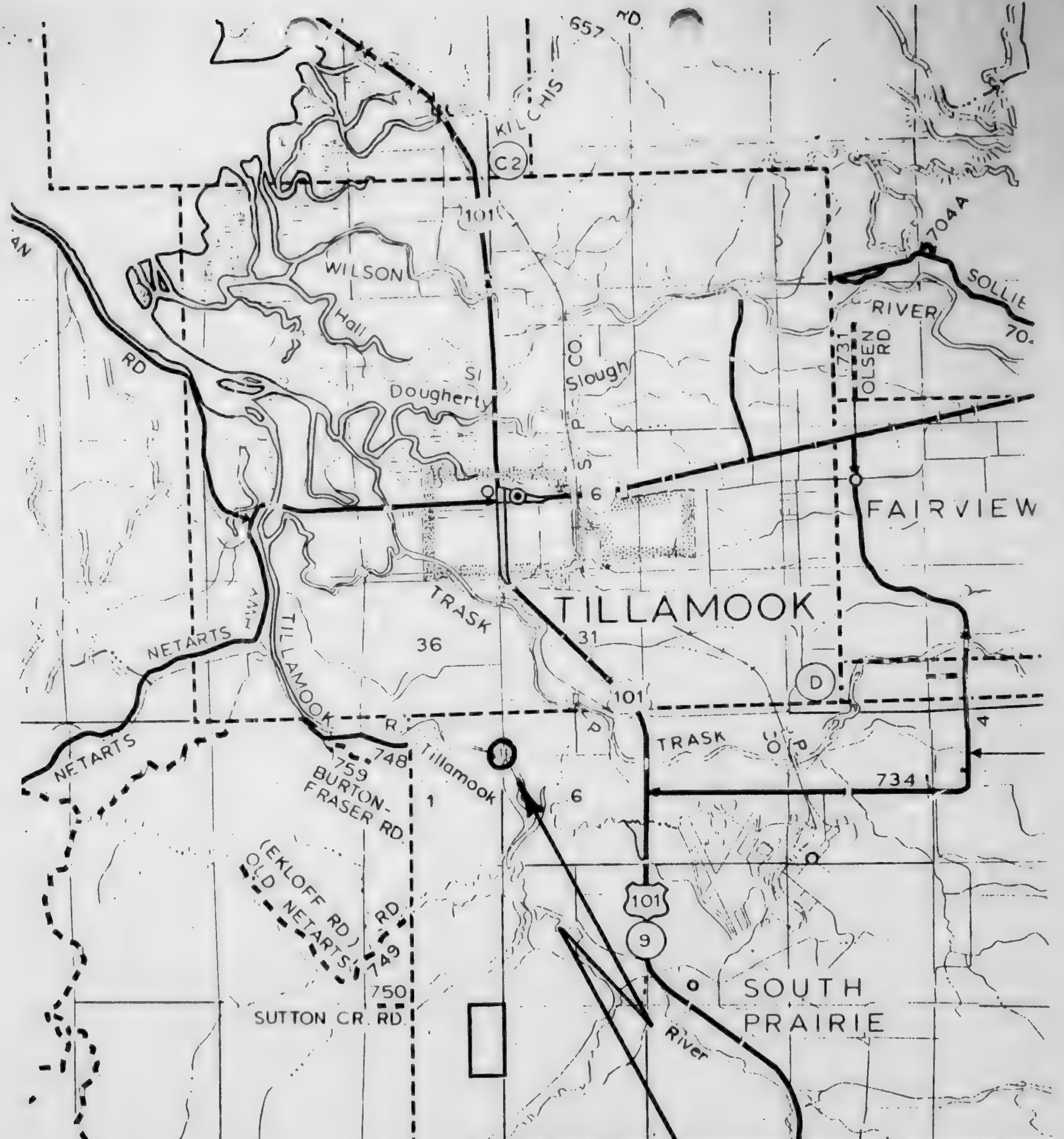
NOTED
C. W. HEAD

TILLAMOOK COUNTY
Proposed OSR Project

Project No. OS-2900(1)
Tillamook River (Burton) Bridge Section
Grade, Base, Pave and Structure
$450,000

Construct a reinforced concrete bridge approximately 100 feet long with a 32-foot roadway. Contractor is also to construct the approaches and connections. County will do the foundation testing. No additional right-of-way is required. Utilities are involved. County has retained consulting firm to perform their engineering on this project.

75-a
7/17/75



657 RD.
KILCHIS
C2
101
WILSON
Hall
Sl
Dougherty
Slough
S P CO
RIVER
SOLLIE
704A
704
731
OLSEN RD
6
FAIRVIEW
RD
TRASK
TILLAMOOK
36
31
101
D
NETARTS HWY
TILLAMOOK R
NETARTS
748
759
BURTON-FRASER RD
Tillamook
1
6
TRASK
U P
734
4
101
9
(EKLOFF RD)
OLD NETARTS RD
749
750
SUTTON CR. RD
SOUTH PRAIRIE
River
PLEASANT VALLEY
HWY
775
MUNSON CR. RD

Tillamook River (Burton) Br. Sec.
Off System Roads Project
Tillamook County

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

6-6-75 Project # 05-29

For Internal Use Only	1-8] PNRS #	9] CARD TYPE:	Page One [79

02 — 12] APPLICANT [45: Tillamook County | 46] DIVISION: Road Department

03 — 12] APPLICANT ADDRESS STREET [45: P.O. Box 266 | 46] CITY [60: Tillamook City | 76] ZIP [80: 97141

04 — 12] CONTACT PERSON [45: Charles Bailey | 46] AREA CODE [48: 503 | 49] PHONE [55: 842-5511 | 56] EXTENSION [59: 303 [71

01 — 12] PROJECT TITLE: Burton Bridge Replacement and Adjacent Road Realignment [79

11 — 12] PROJECT LOCATION CITY [45 | 46] PROJECT LOCATION COUNTY: Tillamook, County [71

SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY)

05 — 12] The existing narrow steel Burton Bridge will be replaced by a proper width concrete [71

06 — 12] bridge. The road level will be raised on both ends of the bridge to increase visi- [71

07 — 12] bility. Two curves in the road on the south side of the bridge are being changed [71

08 — 12] to a larger radius. A large concrete tide gate will be installed on the north side [71

09 — 12] of the bridge. [71

10 — 12]

FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
$351,000.			$99,000.		

13 — 12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45 | 46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E): County Road Fund [79 [71

14 — 12] FEDERAL PROGRAM TITLE: Off-System Roads Program [79

15 — 12] FEDERAL AGENCY NAME [45: Department of Transportation | 46] FEDERAL SUB-AGENCY NAME: Federal Highway Administration

17 — (A) TYPE OF APPLICANT: (Check (X) the single most applicable box)

STATE ☐ 12 — INTER-STATE ☐ 13 — COUNTY ☒ 14 — CITY ☐ 15 — SCHOOL DISTRICT ☐ 16 — SPECIAL DISTRICT ☐ 17 — COMMUNITY ACTION ☐ 18 — SPONSORED ORGANIZATION ☐ 19 — OTHER ☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT ☒ 21 — CONT. GRANT ☐ 22 — SUPPL'T GRANT ☐ 23 — INCREASE DURATION ☐ 24 — DECREASE DURATION ☐ 25 — CANCELLATION ☐ 26 — INCREASE DOLLARS ☐ 27 — DECREASE DOLLARS ☐ 28

(C) IS THERE A COMPREHENSIVE PLAN?

STATE Yes ☐ 29 No ☐ 30 — REGIONAL Yes ☒ 31 No ☐ 32 — LOCAL Yes ☒ 33 No ☐ 34

(See IV, Page 2)

(D) REVIEW REQUIRED by A-95: Yes ☒ 35 No ☐ 36

(E) ENVIRONMENTAL IMPACT: Yes ☒ 37 No ☐ 38

(F) HOUSING RELOCATION REQUIRED: Yes ☐ 39 No ☒ 40

(G) ESTIMATED APPLICATION FILING DATE: 41] MONTH [42: June | 43] DAY [44: 6 | 45] YEAR [46: 1975

Form PNRS-1 Page 1

ADDITIONAL INFORMATION — ALL APPLICANTS

I. FEDERAL CATALOG NUMBER (OR PUBLIC LAW NO. AND TITLE) Federal - Aid Highway Program Manual, Volume C, Chapter 9, Section 11, Off System Roads Program.

II. HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? No ☐ Yes ☒ Date: June 6, 1975

III. HAS FUNDING AGENCY BEEN NOTIFIED? No ☐ Yes ☒ Date: June 6, 1975

IV. IF PROJECT INCLUDES STATE FUNDS (12C), IDENTIFY AGENCY None

V. LIST PERTINENT PLANNING DOCUMENTS OR PROJECT STUDIES (See 17C)
(1) Tillamook County Comprehensive Plan
(2) Tillamook County Major Road & Highway Plan
(3) District One - Major Road and Highway Plan Clatsop-Tillamook Counties - CTIC 1973 - 1974

VI. EXPLAIN DEVIATIONS (IF ANY) FROM PERTINENT PLAN None

VII. (a) Federal Congressional District(s) Number(s) 1ST FIRST
(b) State Representative District(s) Number(s) 3RD THIRD
(c) State Senatorial District(s) Number(s) 2ND SECOND

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH $

OTHER FUND CASH $

IN KIND $

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

REMARKS

Oregon State Highway Division

Project #

PROJECT ENVIRONMENTAL ASSESSMENT

Date JUNE 4,1975

A. PROJECT IDENTIFICATION

Name of Project BURTON BRIDGE (Section)

Location of Project - Tillamook River Road (Highway Name) NONE (Highway No., US - ORE)

: Tillamook (City) Tillamook (County) NONE (Region)

Program Off System Roads (Funding) 450,000.00 (Estimated Cost) NONE (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The purpose of this project is to replace a deteriorated, narrow bridge with a proper width concrete bridge.

Origin and History: The exisiting Burton Bridge is load rated H-10, which is inadequate for normal expected traffic. This along with its width difficiency and its blind approaches makes it a prime candidate for replacement.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Termini The total affected length of Tillamook River Road is one mile, the affected length of Fraser Road is 1/10 of a mile.

(See Sketch)

Alignment (new or existing)

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) The acreage for the increase in right-of-way is small. The land use is agricultural.

Typical Section (2) two 11 foot traffic lanes with 5 foot shoulders (see typical section sketch)

Bikeway NONE

Structures A 77.5 foot span concrete bridge 32 feet wide. Total length including approaches is 230 feet.

Additional Facilities NONE

Access Control N/A

Materials All bridges materials are contracted. All road fill was obtained from the cut area shown on sketch.

Borrow and Waste Disposal Excess material from the cut will be used to widen Fraser Road near the bridge.

Special Construction Methods NONE

Characteristics (ADT) 720

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☐ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

A design alternative would be ndt to replace the Burton Bridge.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) Harold Kottre, Fritz Hoffman, Olaf Hollstrom Jr were contacted. They own all the land ajacent the project road south of bridge. The right-of-way did not change north of bridge.

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type _____ Tentative Date(s) _____

A-95 Review: ☐ Not Required ☒ Required

Date Submitted 6 June 1975 Date Received _____

Expected Coordination with Local, State and Federal Agencies U.S. Coat Guard, U.S. Army Corps of Engineers, Oregon fish commission, Oregon State Highway Dept., Federal Highway Administration.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation Oregon Fish Commission, Oregon State Wildlife Commission.

F. STATUS OF PROJECT DEVELOPMENT

OSHD		FHWA	
Status	Date	Status	Date
☐ Survey Authorization		☐ Systems Planning	
☐ Reconnaissance		☐ Prel. Engineering	
☐ Field Location		☐ Corridor Approval	
☐ Office Location		☐ Design Approval	
☐ Field Prel. Design		☐ Plans, Specifications and Estimates Approval	
☐ Office Prel. Design			
☐ Final Design			
☐ Contract Plans			

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)

The project area contains typical rain forest flood plane area vegetation.

An environmental impact statement (Negative Declaration on the Burton Bridge has been prepared by Oregon bridge engineering of Springfield Oregon. And is on file with the Oregon State Highway Department, County - City Section.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The land use is agricultural (dairy pasture land). Noise and air polution will be present from the construction machinery used for the project. And disruption of the vegetation will be short term.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: The right-of-way have all been obtained.

Consequences: NONE

2. Estimated Changes in Traffic Patterns: Minimal

Consequences: NONE

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: NONE

Consequences: NONE

4. Expected Adverse Effects on Natural Ecological Resources: NONE

Consequences: NONE

5. Expected Adverse Effects on Cultural and Scenic Resources: NONE

Consequences: NONE

6. Preliminary Idenfification of Areas of Critical Environmental Concern: NONE

7. Potential for Controversial Issues: SMALL

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.		X	
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist		X	

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

OTHER -

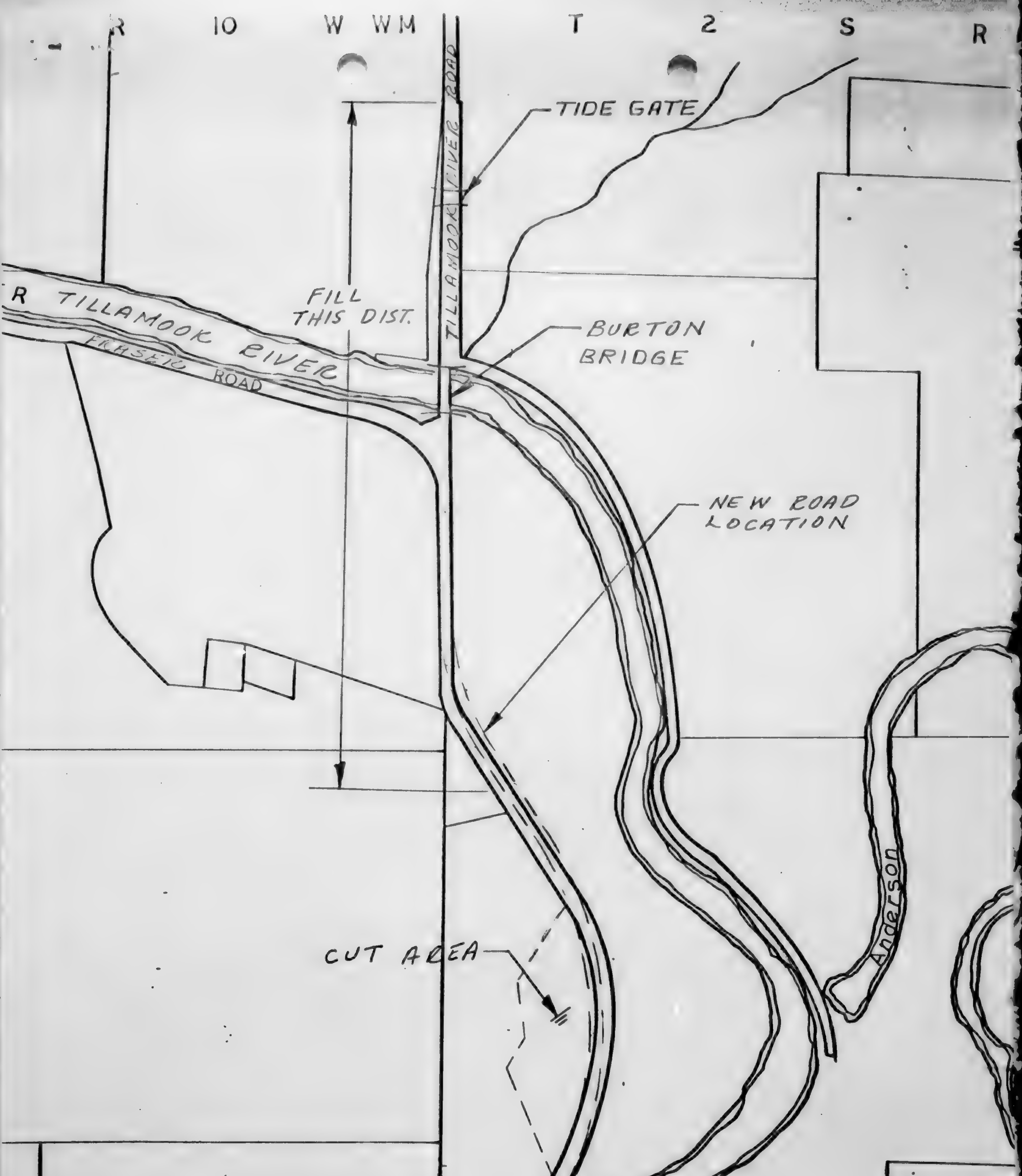
J. PROJECT (ACTION PLAN) CLASSIFICATION:

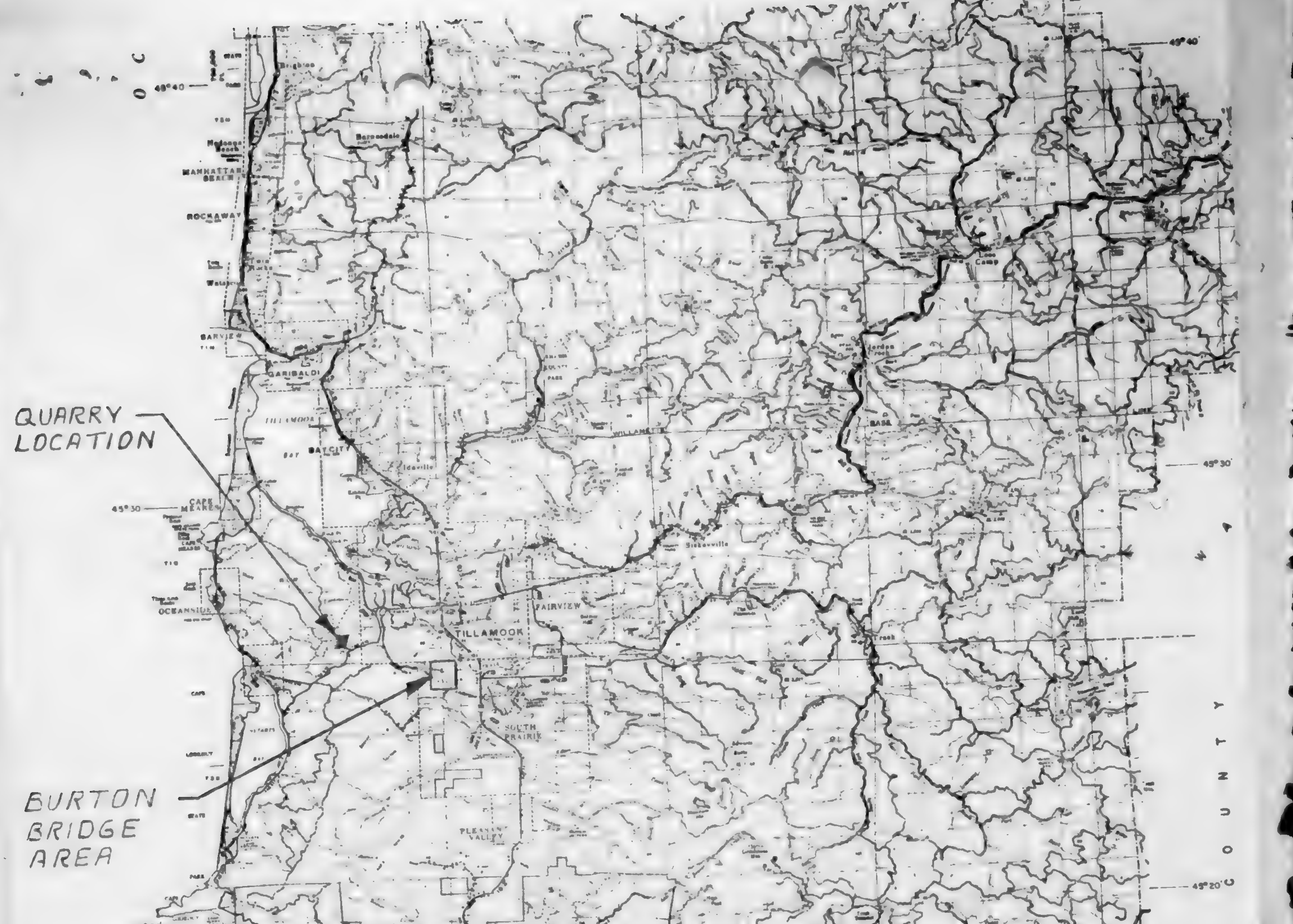
☐ Category 1 ☐ Category 2 ☐ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other ____________________


R 10 W WM
T 2 S R
TIDE GATE
TILLAMOOK RIVER ROAD
FILL THIS DIST.
R TILLAMOOK RIVER
FRASER ROAD
BURTON BRIDGE
NEW ROAD LOCATION
CUT AREA
Anderson


QUARRY LOCATION
BURTON BRIDGE AREA
PACIFIC
OC
45°40'
45°30'
45°20'
45°10'
MANHATTAN BEACH
ROCKAWAY
GARIBALDI
TILLAMOOK
BAY CITY
CAPE MEARES
OCEANSIDE
TILLAMOOK
FAIRVIEW
SOUTH PRAIRIE
PLEASANT VALLEY
Hemlock
BEAVER
SIUSLAW
TIERRA DEL MAR
SIUSLAW NATIONAL FOREST
CLOVER DALE
NATIONAL
FOREST
WINEMA BEACH
NESKOWIN
YAMHILL COUNTY
YAMHILL COUNTY
POLK COUNTY
TILLAMOOK COUNTY
LOCATION MAP
TILLAMOO
ORE
OCTOBE
SCALE

Project #
OS-2900[illegible])

RECEIVED
COUNTY & CITY SECTION
JUN 14 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RRE ☐

Off System

COUNTY ROAD ✓ PROJECT REQUEST

Name of County TILLAMOOK FAS No. — Date 4 JUNE 1975
County Road Name TILLAMOOK RIVER ROAD
Section Name BURTON BRIDGE
Type of Project REPLACE BRIDGE AND RECONTOUR ROAD
Location of Project (Attach sketch map)
ADT 720 Design Speed 55 MPH

Is this request for county bridge design only? Yes ___ No ✓
County FAS bridge design? Yes ___ No ✓

I. ROAD PROJECT DATA

1. Traveled Surface: Type A C Width 22 FEET

2. Shoulders: Type CRUSHED ROCK Width 5 FEET

3. Grading & Drainage:
By County ✓ County Date of Completion 15 JULY 75 By Contract ___

4. Bottom Base Course:
By County ✓ County Date of Completion 15 JULY 75 By Contract ___
Has base design been given to County? Yes ___ No ✓
Will it be furnished? Yes ___ No ✓

5. Leveling Course:
By County ✓ County Date of Completion 15 JULY 75 By Contract ___

6. Binder Course:
By County ✓ County Date of Completion 15 JULY 75 By Contract ___

7. Traveled Surface & Shoulders:
By County ✓ County Date of Completion 1 JUNE 75 By Contract ___

8. Clearing:
By County ✓ County Date of Completion 1 JUNE 75 By Contract ___

9. Curbs:
Curbs Required? Yes ___ No ✓
Type Desired (rolled, exposure, monolithic, special county standard, etc.) ___
Width between curbs ___

10. Are pedestrian walkways necessary? Yes ___ No ✓

11. Are there any structures to be replaced or altered? Yes ✓ No ___

12. Will replacement be by: County ___ Contract ✓
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes ✓ No_____

14. Will County adjust structure to additional width? Yes ✓ No_____

15. Will adjusted width be standard? Yes ✓ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No ✓

17. Does County wish sight posts installed? Yes_____ No ✓

18. Does County wish State to permanently stripe project? Yes_____ No ✓

19. Will County do striping? Yes ✓ No_____

20. Does County wish guardrail installed? Yes ✓ No_____
By County_______ Contractor ✓
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____ No ✓
By seeding and mulching Yes_____ No ✓
By rock blanket Yes_____ No ✓
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes ✓ No_____

23. Can through traffic be detoured? Yes ✓ No_____

24. Must new detour be constructed? Yes_____ No ✓

25. Will detour be maintained by County? Yes ✓ No_____

26. Will detour be maintained by Contractor? Yes_____ No ✓

27. Will County sign project outside work area during construction?
Yes ✓ No_____

28. Will Contractor sign project outside work area during construction?
Yes_____ No ✓

29. Should contract provide for permanent signing? Yes_____ No ✓

30. Should State do permanent signing? Yes_____ No ✓

31. Will traffic signals be required? Yes_____ No ✓
If yes, give location and type desired_______________________________
____

32. Is project contingent upon other factors? Yes_____ No ✓
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain

Remarks re Section I:

II. BRIDGE PROJECT DATA

1. Name of river or stream TILLAMOOK RIVER

2. Name of bridge BURTON BRIDGE

3. Dimensions of existing bridge. Length 100' SPAN Roadway Width 17'3"

4. Type of design and material used in existing bridge. STEEL MAIN SPAN WITH WOOD APPROACHES

5. Location (please attach map with location marked):
Section 1 Township 2 S Range 10 W W.M.

6. Desired width of bridge 32 FEET
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes ___ No ✓
Upstream ___ Downstream ___ Width ___

8. Does County wish a particular type of bridge design? Yes ✓ No ___
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) CONCRETE

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes ___ No ✓
Explain ALL MATERIALS ARE TO BE CONTRACTED

10. Foundation Testing: By County? Yes ✓ No ___
By State? Yes ___ No ✓

11. Will County close road during construction? Yes ✓ No ___

12. Can presently established road be used as detour? Yes ✓ No ___

13. Must a new detour be constructed? Yes_____ No ✓

14. Will detour be maintained by County? Yes ✓ No_____

15. Will detour be maintained by Contractor? Yes_____ No ✓

16. Will County sign project outside work area during construction?
Yes ✓ No_____

17. Will Contractor sign project outside work area during construction?
Yes_____ No ✓

18. Approaches or Connections by County Yes_____ No ✓
by Contractor Yes ✓ No_____
Traveled surface: Type AC Width 22 FEET
Shoulder surface: Type CRUSHED ROCK Width 5 FEET
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes ✓ No_____

N.W. quadrant distance from structure__________
N.E. quadrant distance from structure__________
S.W. quadrant distance from structure 200 FEET
S.E. quadrant distance from structure__________

20. Guardrail: Desired on approaches or connections: Yes ✓ No_____
By County _____ Contractor_____
Right side only? Yes_____ No_____
Both sides? Yes ✓ No_____
(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No ✓
Use for detour? Yes_____ No ✓
Removed by County? Yes_____ No ✓
Removed by Contractor? Yes ✓ No_____
Salvaged by Contractor for County? Yes_____ No_____
(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes____ No____
By Contractor? [✓ Yes] No____

23. Will any of the following utilities be attached to this structure?
a. Water mains: [✓ Yes] No____ Size 2 INCH DIA.
Company____
b. Sanitary sewer mains: Yes [✓ No] Size____
Company____
c. Storm sewer: Yes [✓ No] Size____
Company____
d. Gas mains: Yes [✓ No] Size____
Company____
e. Power lines: Yes [✓ No] Size____
Company____
f. Telephone lines: Yes [✓ No] Size____
Company____
g. Other Utilities: NONE

24. Does County wish provisions made for future utility attachment to structure? [✓ Yes] No____

25. Does County wish lightpost bases and conduit installed? Yes [✓ No]

26. Does County wish complete job of illumination in project? Yes [✓ No]

27. Is project contingent upon other factors? Yes____ [✓ No]
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)
If yes, explain:____

Remarks re Section II:____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes [✓ No]
   By County? [✓ Yes] No
   (NOTE: a. If project is canceled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? [✓ Yes] No

3. Construction plans and specifications to be prepared:
   By State? Yes [✓ No]
   By County? [✓ Yes] No

4. Does County desire center line to be permanently monumented as part of project? Yes [✓ No]

5. Does County desire right-of-way to be permanently monumented as part of project? Yes [✓ No]
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum 220' Minimum 60'

2. Is any additional right-of-way needed? Yes_____ No ✓

3. Will right-of-way be acquired by: Resolution_____ or Deed ✓

4. Should State prepare options? Yes_____ No ✓

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No ✓

6. Should material source site be included in right-of-way descriptions? Yes ✓ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No ✓

8. Will timber be reserved for owner? Yes_____ No ✓
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No ✓

10. Is a hearing necessary? Yes_____ No ✓
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No ✓
If yes, give type and name of utility company: TILLAMOOK PUD
PACIFIC NORTHWEST BELL

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes ✓ No_____
If yes, give type and name of utility company:_____

13. Are utilities on existing right-of-way by permit _____ or by franchise ✓
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No ✓
If yes, give name of irrigation company or district_____
and dates between which water can be turned off: From_____
To_____

15. Are there any railroad crossings? Yes_____ No ✓

16. Name of Railroad NA

17. Number of tracks: Mainline NA Siding ______ Total ______

18. Sight Distance: NA (Left) ________________ (Right)

19. Number of Trains: Passenger NA Speed ____________
Freight ______________ Speed ____________

20. Angle of Intersection: NA

21. Type of Existing Crossing: Grade NA
Overcrossing ______
Undercrossing ______

22. Existing Protection:
Advance warning signs NA Automatic flashing ______ Stop signs ______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection: NA

24. Are there to be stopping lanes for buses and trucks, etc.
Yes NA No ______

25. Will railroad crossing be altered: Yes NA No ______
If yes, specify: ________________

26. Traffic Control Signing:
To be part of project? Yes ______ No ✓
By County? Yes ______ No ______
By State at County expense? Yes ______ No ______
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes ______ No ✓
By County? Yes ______ No ______
By State at County expense? Yes ______ No ______

28. Does County wish State to prepare P.U.C. hearing data? Yes ______ No ✓

29. Will P.U.C. application be made by State NA or County ______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes ______ No ✓
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV ________________

V. MATERIAL SOURCES DATA

1. Gravel ______ Quarry ✓ Cinders ______

2. Owner: County ______ State ______ Private ✓ Other ______

3. Location: ______ Section 34 Township 1 S Range 10 W W.M.

4. If County lease, what are royalty payments? NONE

5. Materials furnished by County: Borrow ______ Select Topping ✓
   Base Course ✓ Level Course ✓ Mineral Agregates ✓
   Location CROWN ZELLERBACH CORP. QUARRY
   Miscellaneous Items ______

Remarks re Section V ______

VI. FINANCIAL DATA

1. Estimated Cost: $ 450,000

2. Available FAS Funds $ NONE

3. Does County wish advancement of future Federal funds? Yes ✓ No ______
   Amount ______

4. Date match money is available 1 JULY 1975

5. Will there be any 100% County money? Yes ______ No ✓

6. Maximum amount of 100% County money available: $ NONE

7. Date County requests letting: 15 JULY 1975

Remarks re Section VI ______

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is not complete without an attached exhibit showing location of project.

By Chas D Bailey
~~County Judge~~ or Comm. Chairman

By ______
County Commissioner

By G. L. Drinnan
County Commissioner

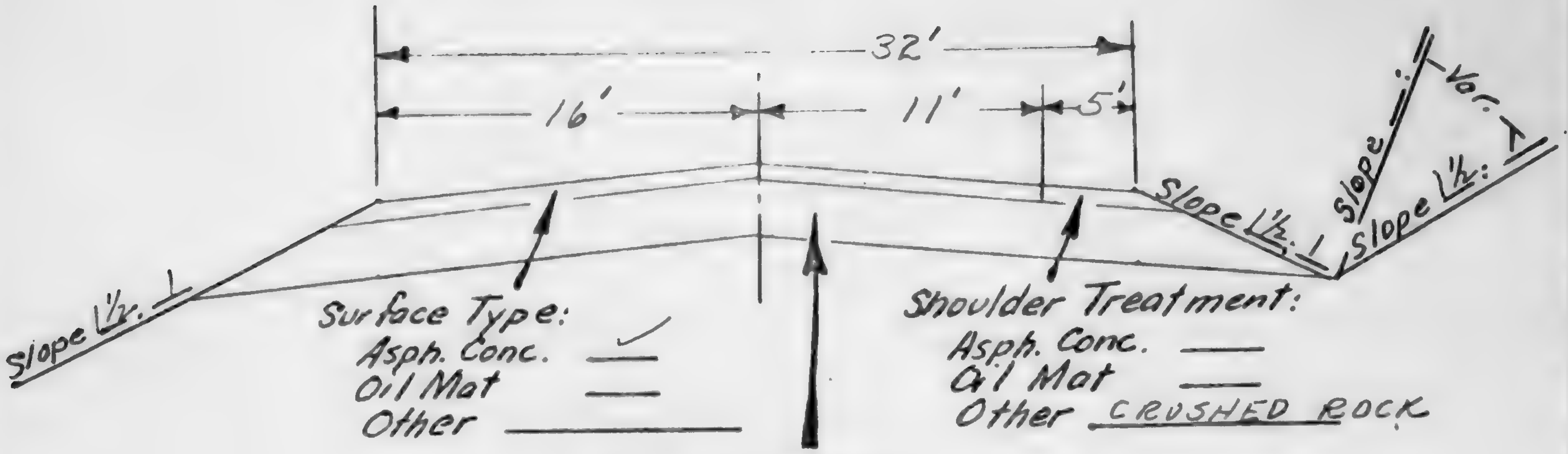
By ______
County Engineer or Roadmaster

County J R Tibbetts
Date ______

______
O.S.H.D. Field Engineer

Date ______

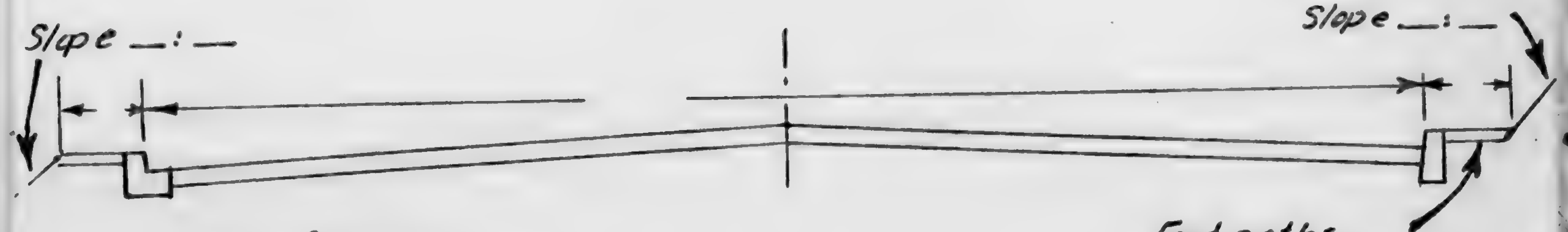
TYPICAL SECTION


32'
16'
11'
5'
Slope 1½:1
Slope 1½:1
Slope
Var.
Slope 1¼:1

Surface Type:
Asph. Conc. ✓
Oil Mat ___
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other CRUSHED ROCK

Type of Base:
Pit or Quarry Run ___
Crushed Stone ✓
Asph. Treated ___
Cement Treated ___


Slope _:_
Slope _:_

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

Foot paths:
Asph. Conc. ___
Gravel ___

Curbs
Type "C" ___
Curb & Gutter ___
Other ___

BRIDGE ENGINEERING COMPANY

Project # 05-29006
BURTON BRIDGE
TILLAMOOK COUNTY

Check List For Bridge Survey

Site Inspected By JOHN QUINER II Date 10-18-74

Client TILLAMOOK COUNTY Client Rep. JESSE TIBBETTS

Location ONE MILE SOUTH OF TILLAMOOK County TILLAMOOK Road ____ Milepost ____

Federal Aid Project: Yes [✓ No] Funding COUNTY

A. TYPE OF PROJECT

1. Structure Only: [✓ Yes] No Structure & Grading BY COUNTY Yes No
2. Replacing Existing Structure: [✓ Yes] No
3. New Alignment: Yes [✓ No]
4. Grade Line Change: [✓ Yes] No
5. Detour Needed: [✓ Yes] No Type of Detour: ROAD CAN BE CLOSED
6. To be Contracted: [✓ Yes] No
7. Bridge Loading HS 20
8. Type of Construction: [✓ Permanent] Temporary

B. SITE DESCRIPTION

1. Type of Crossing TILLAMOOK RIVER
2. Skew Angle NO SKEW
3. Other Structures Nearby: [✓ Yes] No ON HWY 101
4. Access Problems NONE

C. FOUNDATION DATA

1. General Nature of Materials SOFT - COUNTY INDICATES THAT 60' PILING WERE USED ON EXISTING BRIDGE
2. Test Borings Required: [✓ Yes] No Barge Needed: Yes [✓ No]
3. Test Pile Recommended: Yes [✓ No]
4. Note Rock Outcroppings or Bedrock NONE VISIBLE

D. STREAM CROSSING

1. Navigable Stream: X Yes ___ No ___ Don't Know
2. Fish Protection Problems: X Yes ___ No ___
3. Drift Severity MINOR
4. Scour Problems MINOR
5. Bank Erosion Evidence RIVER IS DIKED TO PROTECT FARMLAND
6. Work Bridge Needed: ___ Yes ___ No PROBABLY NOT
7. Diking Feasible: ___ Yes X No ___
8. Estimated High Water Elevation ___
9. Estimated Low Water Elevation ___
10. Estimated Max. Stream Velocity ___
11. Are River Soundings Necessary? X Yes ___ No ___
12. Scuba Work Needed? X Yes ___ No TO CHECK EXISTING PIERS

E. RAILROAD OR HIGHWAY CROSSING

1. Intersecting Station on Each Line ___
2. Angle of Intersection ___
3. Grade-to-Grade Distance ___

F. APPROACH ROADS

SOUTH SIDE HAS "T" INTERSECTION
1. Alignment O.K. ___ Yes X No WITH POOR SIGHT DISTANCE
2. Sight Distance O.K. ___ Yes X No ___
3. Surfacing A.C. Condition GOOD
4. Width 20' ± VARIES To Be Widened: ___ Yes ___ No ___
5. Grade Change: X Yes ___ No ___

G. EXISTING STRUCTURE

1. Type STEEL PONY TRUSS 100' TIMBER TRESTLE APPROACHES { NORTH (2 SPAN) 22' 20' SOUTH (3 SPAN) 22' 20' 21'
2. Length Adequate: X Yes ___ No ___
3. Clearance Adequate: X Yes ___ No ___
4. Condition POOR
5. Allowed Loading POSTED FOR 20 TONS G.V.W.
6. Salvage Value SOME FOR STEEL TRUSS
7. Structural Depth ___ High Water Clearance { 14' WITH 12.5 READING ON GAGE ON SOUTH PIER
8. Skew Angles at Ends NONE
9. Navigation Provisions: X Yes ___ No ___

WATER 13' DEEP AT CENTER
7' DEEP AT SOUTH PIER } @ 12.5 ON GAGE APPARENT HIGH TIDE 15.8 ON GAGE

H. PROPOSED STRUCTURE

1. Permanent or Temporary PERMINANT
2. Roadway Width 26' Curbs ______ Handrail ______
3. Sidewalks: ___Yes _X_No
4. Guardrail at Ends: ___Yes _X_No
5. To Carry Utilities: _X_Yes ___No
6. Estimated Total Span Length: 250' ± Proposed Type CONCRETE

I. SURVEY DATA NEEDED

1. Aerial Survey Needed: ___Yes _X_No Contour Interval ______
2. Aerial Photos: _X_Not Needed ___Useful if available __Search For
3. Topography Needed: ___Yes _X_No Contour Interval ______ Scale ______
4. Extent of Topog 3 LINE PROFILE C.L.
5. Locate R/W Lines: _X_Yes ___No Add. R/W Needed: ___Yes ___No
6. Are Controls Available: _X_Yes ___No
7. Bench Marks ______
8. Section Corners ______
9. Profiles Required 3 LINE
10. Cross-Sections Required AT BRIDGE ENDS
11. Approach Roads - Furnish Profiles for 500 feet each side
12. Locate All Utilities: _X_Yes ___No
13. Profile of Road or Railroad Being Crossed: ___Yes ___No
14. Construction Easement Needed: ___Yes ___No DON'T KNOW

J. HYDRAULIC STUDY

1. Hydraulic Report Required: ___Yes _X_No
2. Corps of Engineers Flood Plain Report Available: ___Yes ___No
3. SCS Flood Plain Maps Available: ___Yes ___No
4. Stream Gaging Records Available: ___Yes ___No

K. HEARINGS AND PERMITS

1. PUC Permit Needed: ___Yes ___No
2. Public Corridor Hearings Needed: ___Yes ___No
3. State Land Board Permit Needed: _X_Yes ___No

COAST GUARD APPLICATION REQUIRED

Div. of State Lands
1445 State Street
Salem, Oregon 97310

[illegible]
CS-9900(1)

APPLICATION FOR RIGHT OF WAY AND EASEMENT

(ORS Chapters 273.051, 273.761, 758.010)

(Please Print)

Applicant's Name Tillamook County

Address Courthouse Telephone 842-5511 Ex. 303

City Tillamook State Oregon Zip Code 97141

Right of way is applied for over state lands located in Tillamook County, Oregon, more particularly described as follows: (Use centerline or metes and bounds description) See Attached "EXHIBIT A"

all in Section(s) 6-2.S.9.W. 1-2.S.10.W. Township _____ Range _____ Willamette Meridian.

1. Name of Waterway Tillamook River
2. What is the purpose of the right of way? replace existing bridge over Tillamook River.

This application is made with full knowledge of the character of the land applied for and of the title of the State thereto, and we hereby waive and relinquish all right to and claim upon the State for the return of the consideration for use of said lands in case said lands or any part thereof do not belong to the State.

Signed ____________________ Date

Title ____________________

Please provide a location map (USGS Quadrangle, Metsker map, Assessors map, or BLM map) and plan and cross section drawings of the project site showing the following information (U.S. Army Corps of Engineers Public Notice may provide much or all of the needed information):

a. The specific location of the right of way relative to the water body.
b. The location of the Ordinary Low Water Line, or in tidal areas, the Mean Low Tide Line.
c. The location of the Ordinary High Water Line, or in tidal areas, the Mean High Tide Line.
d. Name(s) of affected shoreline property owner(s).

141-36-01-75

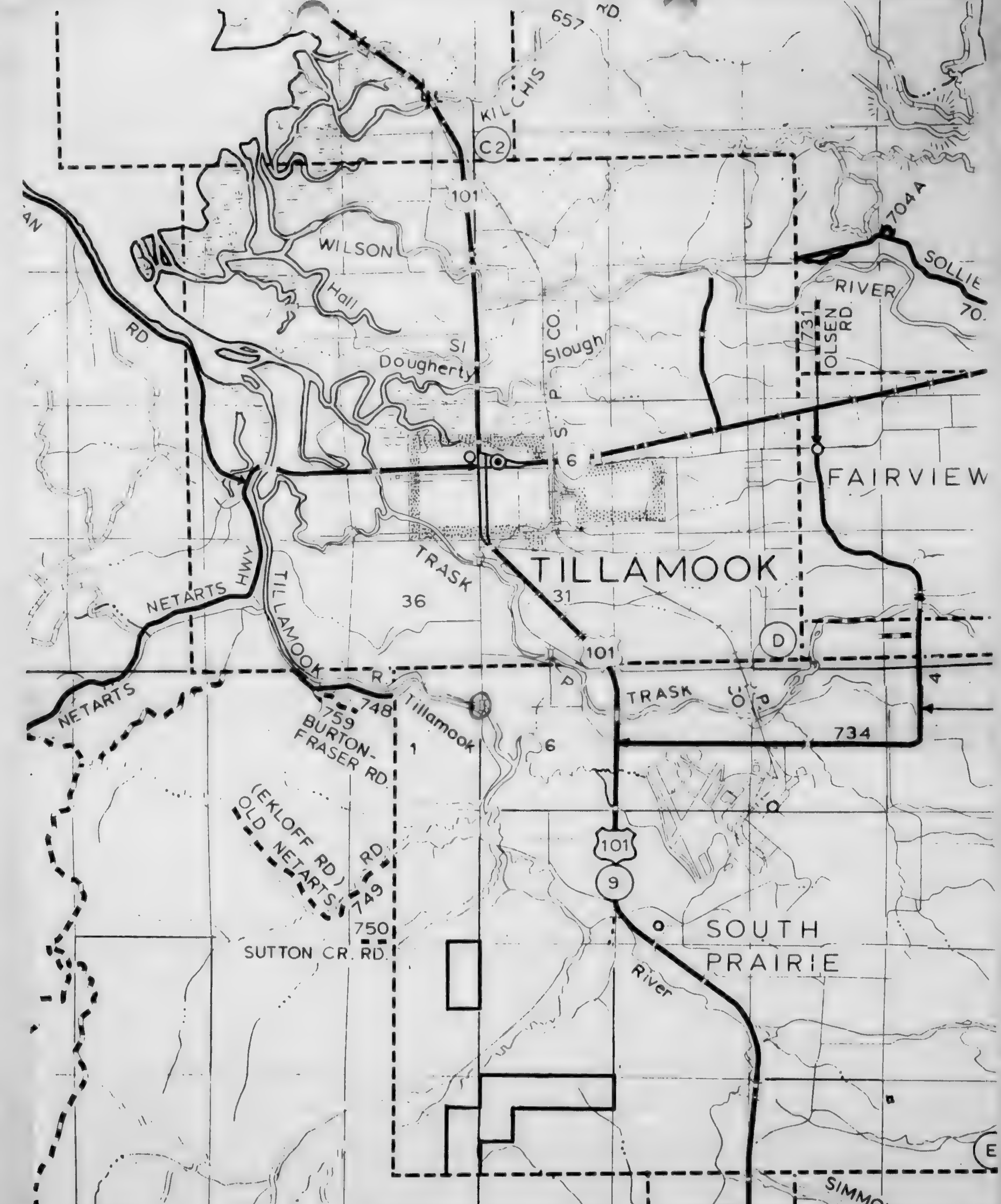
"EXHIBIT A"

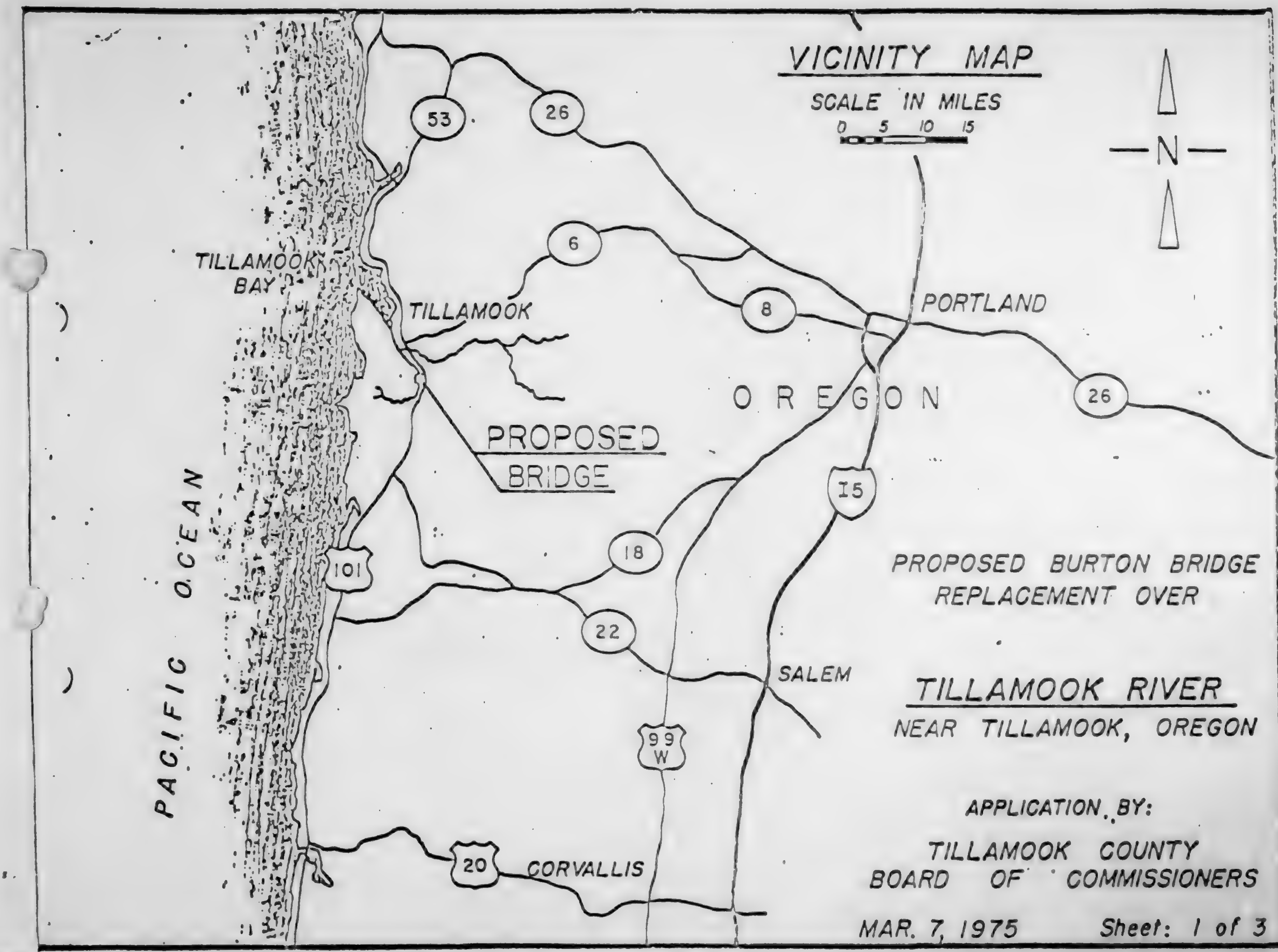
A parcel of land located in Section 6 of Township 2 South, Range 9 West, W.M. and Section 1 of Township 2 South, Range 10 West, W.M., Tillamook County, Oregon; the said parcel being a strip of land of variable width lying on each side of the following described centerline.

Beginning at Engineers centerline station 55+00 which point is N.89°41'W., 10.6 feet and S.0°19'W., 1017.2 feet from the N. E. Corner of Section 1, Township 2 South, Range 10 West, W.M.
thence S.0°19'W., 1120.33 feet to Station 66+20.33 P.C.
The widths, in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly side of Centerline	Width on Westerly side of Centerline
55+00		58+00	50	50
58+00		59+00	50 in a straight line to 70	50 in a straight line to 70
59+00		60+00	70	70
60+00		66+20.33	70 in a straight line to 55	70 in a straight line to 55

LESS all that portion which is not within the statutory limits of the Tillamook River.


657 RD.
KILCHIS
C2
101
AN
WILSON
Hall
RD
Sl
Dougherty
CO.
Slough
S P
6
704A
SOLLIE
70
RIVER
731
OLSEN RD.
FAIRVIEW
TILLAMOOK
TRASK
36
31
101
D
NETARTS HWY
TILLAMOOK R.
NETARTS
748
759
BURTON-FRASER RD
Tillamook
P
6
1
TRASK
C O P
734
4
(EKLOFF RD)
OLD NETARTS RD
749
750
SUTTON CR. RD.
101
9
SOUTH PRAIRIE
River
E
SIMMONS
3600
CR. RD
HWY
775
MUNSON CR. RD
PLEASANT VALLEY



SCALE IN MILES
0
5
10
15
N
53
26
6
8
TILLAMOOK BAY
TILLAMOOK
PORTLAND
OREGON
26
PROPOSED BRIDGE
PACIFIC OCEAN
I5
101
18
22
SALEM
99 W
20
CORVALLIS

VICINITY MAP

PROPOSED BURTON BRIDGE
REPLACEMENT OVER

TILLAMOOK RIVER

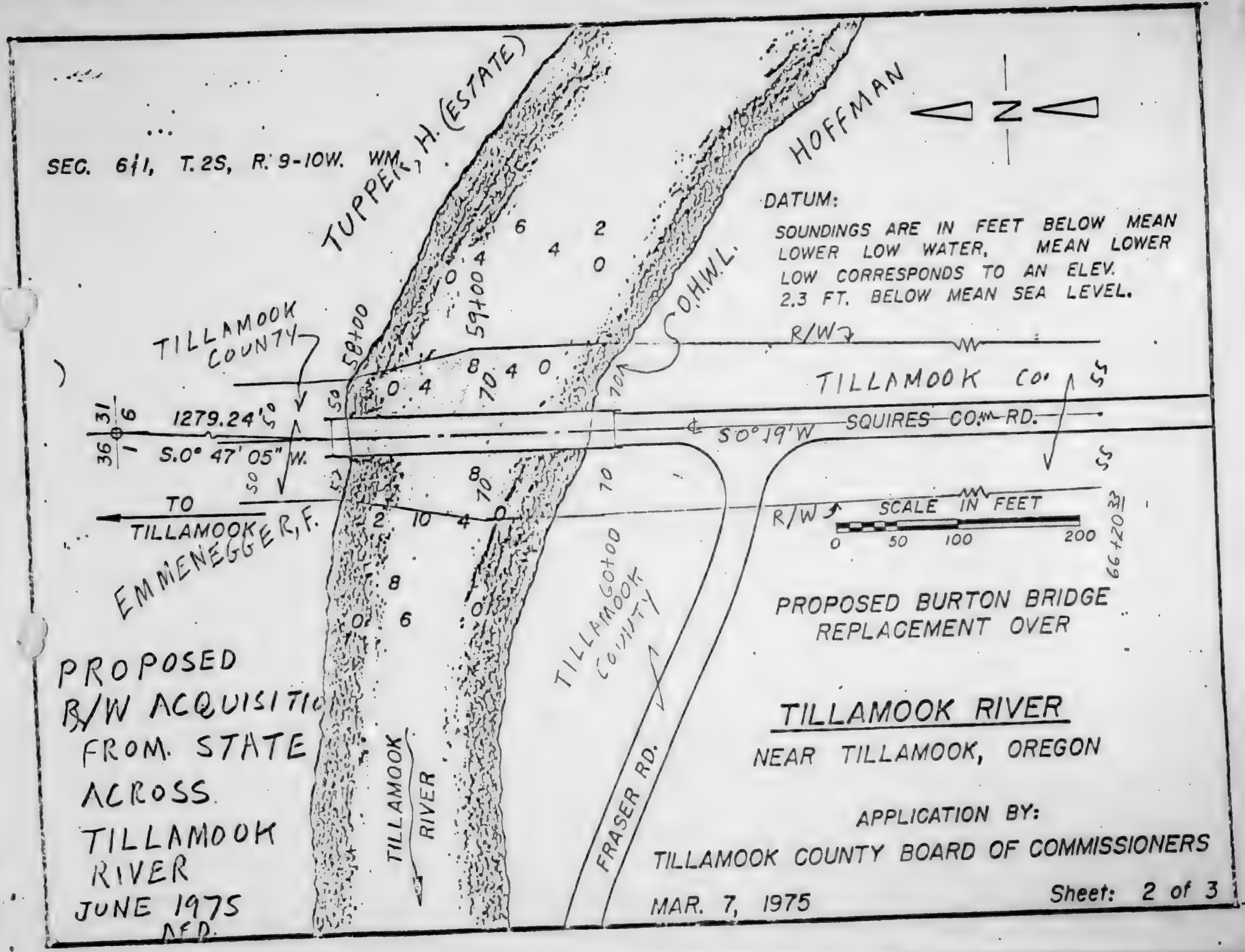
NEAR TILLAMOOK, OREGON

APPLICATION BY:

TILLAMOOK COUNTY
BOARD OF COMMISSIONERS

MAR. 7, 1975

Sheet: 1 of 3


SEC. 6|1, T.2S, R. 9-10W. WM.
TUPPER, H. (ESTATE)
HOFFMAN
N
O.H.W.L.
R/W
TILLAMOOK CO.
SQUIRES CO. RD.
S 0° 19' W
TILLAMOOK COUNTY
58+00
59+00
60+00
66+20.31
55
50
1279.24'
36 31
1 6
S.0° 47' 05" W.
TO TILLAMOOK
EMMENEGGER, F.
TILLAMOOK COUNTY
TILLAMOOK RIVER
FRASER RD.
SCALE IN FEET
0
50
100
200
6
2
4
0
8
70
10

DATUM:

SOUNDINGS ARE IN FEET BELOW MEAN LOWER LOW WATER. MEAN LOWER LOW CORRESPONDS TO AN ELEV. 2.3 FT. BELOW MEAN SEA LEVEL.

PROPOSED BURTON BRIDGE
REPLACEMENT OVER

TILLAMOOK RIVER

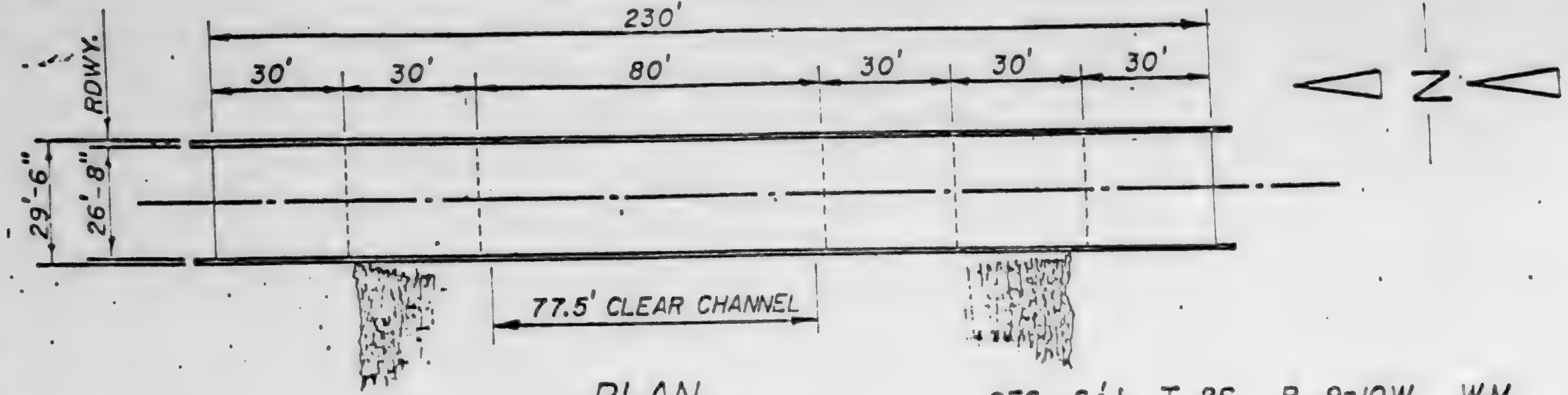
NEAR TILLAMOOK, OREGON

APPLICATION BY:
TILLAMOOK COUNTY BOARD OF COMMISSIONERS

MAR. 7, 1975

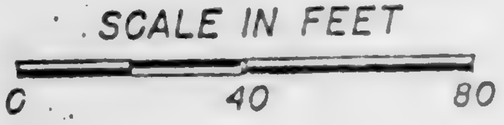
Sheet: 2 of 3

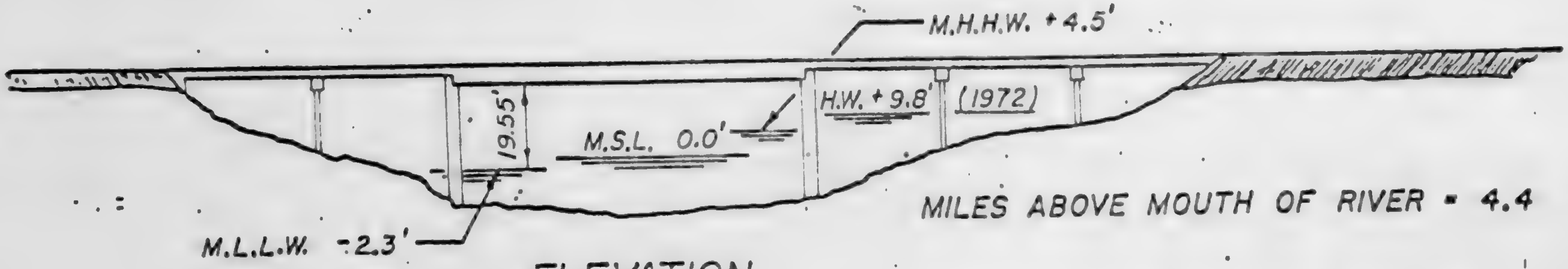
PROPOSED
R/W ACQUISITIO
FROM STATE
ACROSS
TILLAMOOK
RIVER
JUNE 1975
AED.


230'
30'
30'
80'
30'
30'
30'
N
RDWY.
29'-6"
26'-8"
77.5' CLEAR CHANNEL

PLAN

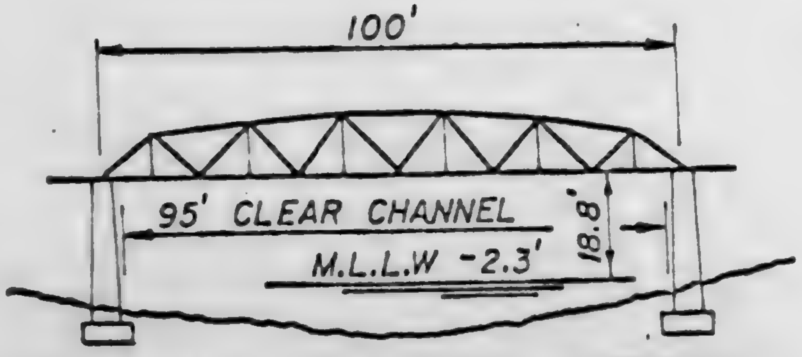
SEC. 6 & 1, T. 2S, R. 9-10W. W.M.


SCALE IN FEET
0
40
80


M.H.H.W. +4.5'
19.55'
M.S.L. 0.0'
H.W. +9.8' (1972)
M.L.L.W. -2.3'

ELEVATION

MILES ABOVE MOUTH OF RIVER = 4.4


100'
95' CLEAR CHANNEL
M.L.L.W -2.3'
18.8'

EXISTING BURTON BRIDGE

PROPOSED BURTON BRIDGE
REPLACEMENT OVER
TILLAMOOK RIVER
NEAR TILLAMOOK, OREGON

APPLICATION BY:
TILLAMOOK COUNTY BOARD OF COMMISSIONERS

MAR. 7, 1975

Sheet: 3 of 3

NEGATIVE DECLARATION
ENVIRONMENTAL IMPACT STATEMENT
TILLAMOOK RIVER
BURTON BRIDGE

LOCATION AND DESCRIPTION OF PROJECT

The proposed project is located on Tillamook River (Mile 4.4) in Tillamook County, Oregon in Section 6 and 1, T.25, R.9-10W.W.M, one mile South of the town of Tillamook.

The proposal consists of replacing the existing Burton Bridge. The new structure will be approximately 230 feet in length, 26.67 feet in roadway width, and will be supported on precast concrete beams and slabs. Included in this project are approach fills, a road connection, and guardrail as required for safety. Tillamook County will construct the base and wearing surface on the approaches and will obtain any additional right-of-way and easement as needed.

PURPOSE OF PROJECT

The purpose of this project is to replace an obsolete, deteriorated, and narrow bridge with a structure that will be safe and will meet current design standards. In addition the present vertical alignment does not provide adequate stopping sight distance which is a considerable safety hazard because of the interchange with Fraser Road at the South end of the bridge.

EXISTING ENVIRONMENTAL SETTING

The proposed project is situated in a coastal river valley used principally for pasture land. Tillamook River is a tidal waterway with the head of navigation at Mile 5. The river at one time, in the vicinity of Burton Bridge, supported shallow draft tugs towing rafted logs to local mills. These facilities are no longer in use and the adjoining land has been turned to pasture land.

The new structure will cross the river at the same location as the existing bridge. Limited acquisition of additional right-of-way has been necessary to provide for changes in the approach horizontal and vertical alignments. No dwellings, buildings, business or commercial enterprises, parklands, recreational areas, wildlife refuges, known historic sites, or public lands (except for the existing road rights-of-way) are within or adjacent to the project boundaries.

DISCUSSION OF ENVIRONMENTAL IMPACT

A. VISUAL IMPACT - The proposed structure will be less prominent in the landscape than the existing truss bridge. The construction will be of low profile and simple lines and will not be detrimental to the view. Care will be taken to provide an aesthetic and durable structure.

B. AUDIO IMPACT - It is not anticipated that the noise level from the traffic will be significantly different from what now exists.

C. VEGETATION AND LAND USE - Only minor clearing and brushing will be required and care will be taken to limit the disturbance to the river banks or vegetation. Some filling will be required in adjoining pasture lands due to minor changes in both the horizontal and vertical alignment. However, the character of the area will be maintained and maximum use of the pasture land retained.

D. RESIDENTS OF AREA - No resident will be displaced nor will any buildings be affected by this project.

E. AIR AND WATER POLLUTION - During construction of the project all applicable Federal, State, and local regulations concerning erosion control, air pollution, and water quality will be adhered to. Measures will be taken to prevent siltation of the stream, and to prevent waste or deleterious materials from entering the water.

F. NAVIGATION - The proposed design is such as to permit continued use of the waterway, consistent with present and projected future needs. Commercial log raft traffic upstream of the bridge is non-existent and none is anticipated in the future.

G. TRAFFIC DURING CONSTRUCTION - The road will be closed to traffic during construction. Access is available to nearby Highway 101 which should alleviate any undue hardship to the area residents involved.

H. SIDEWALKS AND BICYCLE PATHS - Due to the isolation of the area and the low density population, no provision will be included for this kind of traffic. However, the new roadway will be considerably wider than the existing bridge, so pedestrian and bicycle traffic will enjoy safer conditions.

ALTERNATIVES

For economic reasons and for environmental considerations we find no advantage in changing the location of the bridge.

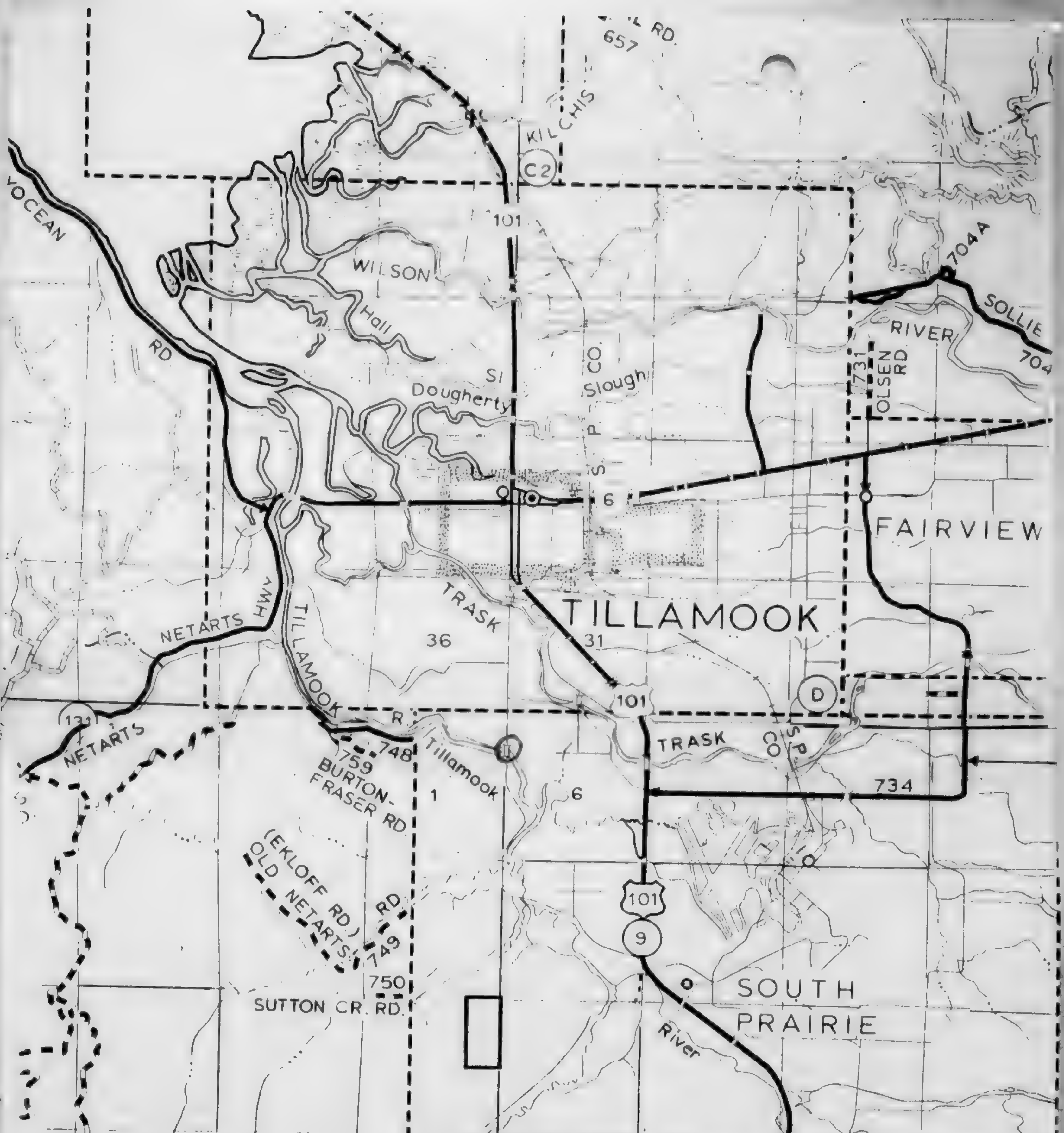
If nothing is done the existing bridge will continue to deteriorate until failure of one or more structural elements occurs, possibly with loss of life and property. Repairs and maintenance of the existing bridge are possible; however, two reasons argue against this course of action.

(1) The existing structure consists of timber trestle approaches with a steel pony-truss main span. The roadway width and vertical alignment are inadequate and unsafe for the present and future traffic.

(2) The structural design of the existing bridge is considerably less than present needs. It was originally designed for H10 loads with no allowance for wearing surface, and current needs are for HS20 loading.

BASIS FOR NEGATIVE DECLARATION

The proposed bridge is needed to replace a structurally and geometrically unsafe bridge. The benefits accruing to the public by providing a safe structure as well as by reducing further road improvement and maintenance costs will outweigh the minor damage to existing land use. In effect, the detrimental impact to the local environment will be very minor.


RD.
657
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PLEASANT
VALLEY
HWY
775
MUNSON CR. RD.
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YELLOW
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8371 Ukiah Rock Prod. Project 1976
SW of Ukiah on Pendleton-
John Day Hwy.

8371

1/9

DEPARTMENT OF JUSTICE

Memorandum

TO: John Leahy
Chief Counsel, Trial Section

DATE: May 6, 1977

FROM: Jack L. Sollis
Assistant Attorney General

NOTED
E. S. HUNTER

SUBJECT: Contracts Number 8369, 8371 and 8372

I enclose three files relating to contracts on which Horton Brothers were the low bidders and were unable to get a performance bond and therefore backed out and did not accept the jobs. I believe by a review of the correspondences you will see how the Highway Division has justified their claim for the amount of the bid bonds ($21,674.70).

The Highway Division now wishes to institute legal proceedings against Horton Brothers to collect these bid bonds. I don't know if you can do it in one lawsuit or three, but whichever is appropriate please assign somebody to draft the complaints and institute legal proceedings.

I have included along with the files relating to these three contracts the bid proposals of Horton Brothers which includes a copy of their bid bond that accompanied their proposals.

If you have any questions or if whoever you assign these to have any questions, I would be most happy to try to answer them. Please make sure that the three files I am forwarding to you do not get lost as these are the main office files on these three contracts and are the original files containing all the information that the Highway Division has on these three contracts. If they feel that it would be better, perhaps you should xerox what they need from these three files and return them to me.

JLS:sjb
enclosure

cc: E. S. Hunter
Walt Barrie

cy Kersey
Sec Head
5-6-77

RECEIVED
TATE HWY ENGR
MAY 6 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8371

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
XXXXXXXXXXXXXXXXXX
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

March 1, 1977

NOTED
E. S. HUNTER

St. Paul Fire and Marine Insurance Company
700 N. E. Multnomah
Portland, OR 97232

RE: Horton Brothers, Rock Production Contracts: #8369 (Grass Valley), #8371 (Ukiah), and #8372 (Meacham)

Dear Sirs:

On January 19, 1977 you were sent a copy of a letter addressed to Mr. James P. Harrang, attorney for Horton Brothers, relating to breach of contract by them on the three contracts listed above.

I now enclose for your information a copy of the letter from Mr. Harrang declining to make payment to the Highway Division for the amount of the bid bonds on the three projects totalling $21,674.70.

Demand is hereby made upon you for payment under the three bid bonds in the amount specified above. If payment is not made within 10 days from the date of this letter, the Highway Division will have no choice but to institute legal proceedings to collect the same.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure

cc: ✓E. S. Hunter

RECEIVED
STATE HWY ENGR
MAR 2 '77
REFER TO
FOR

Info	[illegible]	[illegible]	D.R	Sgn	Act	File

JOHNSON, HARRANG & MERCER
ATTORNEYS AND COUNSELORS AT LAW
101 EAST BROADWAY, SUITE 400
EUGENE, OREGON 97401
TELEPHONE (503) 485-0220

JAMES P. HARRANG
ARTHUR C. JOHNSON
KENDRICK M. MERCER
LESLIE M. SWANSON, JR
JAMES W. KORTH
STANTON F. LONG
CHARLES G DUNCAN
JOHN C WATKINSON
JOHN L FRANKLIN
JOHN B ARNOLD
DONALD R. LAIRD
JOYCE HOLMES BENJAMIN
BARRY RUBENSTEIN
R. SCOTT PALMER

H V JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

February 16, 1977

RECEIVED
STATE HWY EN
FEB 17 '77
REFER TO
FOR
R/D D/R

Oregon State Highway Division
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attn: E. F. Hunter

RE: HORTON BROS., Rock Production Contracts: #8369 (Grass Valley), #8371 (Ukiah), and #8372 (Meacham)

Dear Mr. Hunter:

I wish to acknowledge your letter of January 19, 1977, requesting payment within 30 days in forfeiture of the three bid bonds totaling $21,674.70, furnished by Horton Bros. on the above contracts. Your request for payment is respectfully declined for the reasons that follow:

1. By way of brief review, I understand the situation with respect to the bidding on these contracts to be as follows:

	#8369 Grass Valley	#8371 Ukiah	#8372 Meacham		TOTAL
Horton bid:	$53,570.	$58,927.	$104,250.		$216,747.
Highway Division Engineer's Estimates:	69,000.	83,000.	169,000.		321,000.
Job award to Taggart, 2nd low bid:	64,900.	85,595.		)	
(Taggart bid on Meacham, $69,000)				)	
E.H.Itschner bid (2nd low) on Meacham job.			147,500	)	297,995
Meacham job relet to Jarl Construction, Inc. as #8417.			141,250		

2. Although concededly not determinative of this problem, the figures disclose that the Highway Division obtained performance of these three contracts for $297,995--$23,005. under the Engineer's estimates of $321,000. The figures further disclose that Horton's bid when aggregated on the three jobs, was 27.26% under the second low bidders on June 2, and 32.47% under the Engineer's estimates.

The overage standard disparity in bids in the construction industry, historically, has been 3-1/2% to 5% between the low and second bidders. The bonding companies will write performance bonds if the bid spread is in the range of 5% to 10%, but will ask questions and make a substantial inquiry in the 10% range and, perhaps, decline to write the bond. Any spread above 15% is considered by the bonding industry to be clearly unreasonable and unbondable except in rare instances.

3. Horton's bid was submitted May 27, and the bid opened June 2. Promptly thereafter, Horton discovered that no allowance had been made in its bid for the compaction factor in stock piling, known to run about 30% of volume. Promptly upon this discovery, Horton Bros. notified your office and conferred with your personnel at Salem with the request that either the bid be corrected to add the compaction factor, or that they be allowed to withdraw the bid. Both requests were denied, notwithstanding that correction of the error would have increased Horton's bid on all three jobs from $216,747. to $281,771.10, still $16,223.90 below the second low bids totaling $297,995.

4. Horton's request for relief, although made after the bid opening, appears to fall within§102.18 of the Standard Specifications for Highway Construction contracts providing that after a proposal has been opened and read, and with the consent of the bidder, the Division may correct a patent error. It is submitted that a bid spread on these three jobs combined between $216,747. for Horton, and $297,995. for the second low bidders, a spread of $81,248. is "too good to be true" and a public agency should not seek to snap it up.

5. Although I know that you are well aware of it, the general rule is well stated in 64 American Jurisprudence 2d, Public Works and Contracts, §84, as follows:

> "Where a bid for a public contract patently discloses that in all probability it is based on a mistake, whether by reason of a great disparity in comparison with other bids, or otherwise, the offeree is charged with knowledge of the mistake, and, if mistake is shown, cannot take advantage of any act done with such knowledge toward binding the bidder to a contract."

6. From Rushlight Co. v. City of Portland, 189 Or 194 (1950), and State Highway Commission v. State Construction Co., 203 Or 414 (1955), it appears that a bidder, to be entitled to relief from a mistaken bid, must prove:

6.1 A material mistake.

6.2 That the State knew or should have knownof the mistake.

6.3 That the mistake was honest, unintentional, and not due to gross negligence or willful neglect.

6.4 That the bidder acted promptly in informing the public authorities of the mistake and in requesting withdrawal of the bid or an opportunity to correct the error.

6.5 That the State did not suffer any damage as a result of the mistake.

We believe that all of these elements are present in this circumstance. In State Construction Co., the engineer's estimate was $240,030. The low bid was $172,699., and the second low bid $232,980., a spread of approximately $60,000. as contrasted with over $81,000. with Horton. In State Construction, the trial court found that the mistake was apparent on the face of the bid, when compared with the other bids submitted and the engineer's estimate. We think the rationale of that case is convincing in the instant situation.

7. I note also that under ORS 279.035, the Division may reject all bids if it is in the public interest to do so, and under Standard Specification §102.18, may reject any or all bids. It has, I believe, been demonstrated to the Division that because of the bid spread in this situation it was absolutely impossible for Horton to obtain a performance bond from any surety company. Strenuous efforts were made to obtain such bonds both from St. Paul and United Pacific. When performance bonds are unavailable in such circumstances, it seems to me it is not in the public interest for the Division to seek forfeiture of the bid bonds because to do so will influence contractors to raise their bids seeking to avoid a situation in which the bids are so low that the performance bonds are unobtainable as a practical matter. It seems to me that the Division has an interest in encouraging low bids without penalizing a bidder who is so low that he cannot obtain a performance bond.

If you wish any further information or background upon this matter, please let me know and I will endeavor to obtain it forthwith. It is requested that the Division review its position and withdraw its demand for forfeiture under these circumstances.

Sincerely yours,

James P. Harrang

JPH:pt

cc: Horton Bros., Inc.
211 King Street
Brookings, OR 97415
Attn: Donald Horton

8371

1/7

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 19, 1977

Mr. James P. Harrang
Johnson, Harrang & Mercer
Attorneys and Counselors at Law
101 East Broadway, Suite 400
Eugene, OR 97401

Dear Mr. Harrang:

Horton Bros. Breach of Contract
Rock Production
Contracts 8371, 8417, 8369

The three contracts set out above have now been completed by the other contractors and the final costs to the Highway Division by reason of breach of contract by your client have now been determined.

As you will recall, the Highway Division advertised three rock production projects. Your client submitted the low bid on all three projects and the bids were accepted by the Highway Division. The Highway Division forwarded the contract documents to your client and your client did not return them executed within the ten-day period as set forth in Section 103.07 of the Standard Specifications, which provides as follows:

> "...Failure on the part of the bidder to whom the contract is awarded to execute the contract and to deliver the contract and required performance bond as provided above shall be just cause for cancellation of the award, withdrawal of the contract and forfeiture of proposal guarantee. The forfeited proposal guarantee shall become the property of the Division, not as a penalty but in liquidation of damages sustained. Award may then be made to the next lowest responsible bidder, or the work may be readvertised, or it may be constructed under contract or otherwise, as the Division may decide..."

It is our position that the damages sustained as referred to in Section 103.07 relate to the additional costs to the Division in having the contracts performed by the second lowest bidder or, in the case of the one contract, re-advertised and performed by another contractor.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Your position that the fact the jobs were finally performed by other contractors at less than the engineer's estimate and should relieve your client of forfeiture of his proposal guarantee is, in our opinion, not valid. The engineer's estimate has nothing to do with the contract obligation your client assumed when he submitted his bid and the bid was accepted.

On Contract No. 8371, the actual rock produced was 10,452.4 cubic yards at $7.10 a yard and 2,082.9 cubic yards at $6.95 per yard. The added extra cost to the State by reason of having to go to the second low bidder was $2.23 per yard on the 10,000 cubic yards and $2.08 per yard on the 2,082.9 cubic yards. This amounted to $26,632.43.

The State also incurred extra expense in doing highway maintenance work in the area of that job because the rock was not available when needed. These additional expenses involved the hauling of aggregate mix for a considerable distance, thus requiring extra hauling expense and extra labor because the time expended was substantially in excess of what would have been necessary had the rock been available. The amount of this cost on Contract No. 8371 was $4,239.16. Thus, the total extra cost to the State by reason of the breach of contract on Contract No. 8371 was $30,871.59, as opposed to the bid bond of $5,892.70.

On Contract No. 8417, the added cost to the State for 24,292.91 cubic yards actually produced at $5.65 a yard was $1.48 per yard difference, or a total of $35,953.50. This contract was covered by a performance bond in the amount of $10,425.

On Contract No. 8369, the contract amount of 11,000 cubic yards was produced at $5.90 per cubic yard, or an added amount of $1.03 per cubic yard, for a difference of $11,330. The bid bond on this contract was $5,357.

It is the position of the Oregon State Highway Division that the added costs as set out above were caused by reason of Horton Bros.' breach of contract with the State in failing to execute the contract document within the time specified, thus causing the State to have to rely on the second low bidder to complete two of the jobs and having to re-advertise one of the jobs because the second low bidder was unable to take the job because of commitments made after the bid opening.

The Highway Division will therefore consider the three bid bonds totaling $21,674.70 to be forfeited because of this breach of contract and will expect payment to the Highway Division by your client or the surety within 30 days from the date of this letter.

Very truly yours,

ORIGINAL SIGNED
E. S. HUNTER

E. S. Hunter
Deputy State Highway Engineer

cc St. Paul Fire and Marine
Insurance Company
700 N. E. Multnomah
Portland, OR 97232

bc H. S. Coulter
Cecil Head
C. T. Keasey
L. W. Rulien
Jack Sollis

JLS:ESH:ja

NOTED
C. W. HEAD

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:**

INTER-OFFICE CORRESPONDENCE
Salem, OR
January 7, 1977

FROM: C. T. Keasey CT Keasey
Construction Engineer

SUBJECT: Contracts 8371, 8417, 8369
Rock Production
Horton Bros. Default

TO: E. S. Hunter
Deputy State Highway Engineer

The three rock production projects for which Horton Bros. was low bidder but subsequently did not enter into the contracts, are all completed. The disposition of their bid bonds on all three projects is still pending. Attached are two sheets of tabulated data on the projects comparing bid quantities and amounts with what was actually performed. Copies of the detailed bid tabulations are also attached. The way we reconcile this, the additional cost to the State from doing the work by others is more than 3-1/2 times the amount of the Horton Bros. bid bonds. Fortunately all three projects were completed with no changes and very close to the contract quantities. It appears that the bid bonds should be forfeited to the State in their entirety. Jack Sollis is awaiting this information.

JAB:CTK:mk

Attach.

cc Jack Sollis
Ok A/G a
letter and then
discuss.
ESH

RECEIVED
STATE HWY ENGR
JAN 7 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PROPOSAL GUARANTY FORFEITURES - HORTON BROS.

Ukiah R. P. Contract 8371

Bids opened 5-27-76

Engineers Estimate $82,885.00

Horton Bros. Inc.	58,927
R. J. Taggart	85,595

Completed 9-29-76

Contract	Actual
10,000 c.y. @ 7.10	10,452.4 c.y.
2,100 c.y. @ 6.95	2,082.9 c.y.

(No haul adjust. or added orders)

Meacham R. P. Contract 8417

Bids opened 5-27-76

Engineers Estimate $168,750

Horton Bros. Inc.	$104,250.00
E. H. Itschner	147,500.00

Bids reopened 8-5-7

Engineers Estimate $156,250

Jarl Const.	$141,250

Contract	Actual
25,000 c.y. @ 5.65	24,292.91 c.y.

Completed 10-25-1976

(No haul adjust. or added orders)

Grass Valley R. P. Contract 8369

Bids opened 5-27-76

Engineers Estimate $69,250

Horton Bros. Inc.	53,570
R. J. Taggart	64,900

Contract	Actual
11,000 c.y. @ 5.90	11,953.95 c.y.

Completed 8-27-76

(No haul adjust. or added orders)

January 7, 1977

DAMAGES: HORTON BROS. FORFEITURES

			Horton Bros. Bid Bond (10% of bid amount) *
Ukiah Contract 8371			$ 5,892.70
Limit to contract quantity or actual quantity cost difference (whichever is less)			
10,000 c.y. x 2.23 diff.	=	$22,300.00	
+ 2,082.9 c.y.x 2.08 diff.	=	4,332.43	
		26,632.43	
Plus maintenance crew extra patching cost		4,239.16	
Meacham Contract 8417			10,425.00
Actual quantity cost difference			
24,292.91 x 1.48 diff.	=	35,953.50	
Grass Valley Contract 8369			5,357.00
			$21,674.70
Limit to contract quantity cost difference			
11,000 c.y. x 1.03 diff.	=	11,330.00	
TOTAL		$78,155.09	

*All from St. Paul Fire & Maine Insurance Co.
500 N.E. Multnomah
Portland, OR 97232

January 7, 1977

STATE OF OREGON

INTEROFFICE MEMO

TO: Jack Sollis
Assistant Attorney General

DATE: October 31, 1983

FROM: Leslie B. Hampton
Assistant Chief Trial Counsel

SUBJECT: Ukiah project (L-7540)
Meacham project (L-7541)
Grass Valley project (L-7542)

As you will probably recall, the above three legal files were set up in connection with the three above referenced crushing and stockpiling contracts. Horton Brothers, the successful bidder in each of the three contracts could not obtain performance bonds and thus were unable to execute the contracts with the state. Horton's three bids averaged 42.8% below the second bidder's and 54.5% below the engineer's estimates. Horton did not ask to withdraw the bids prior to bid opening. However, he claimed that no allowance had been made in the bid for the compaction factor in stockpiling. (They alleged to run about 30% of volume.) They then asked that their bids be corrected for the compaction factor or that they be allowed to withdraw the bids, both requests were denied and these files were set up for potential litigation.

The facts in this case are borderline. As you know, a public unit cannot "snap up" a bid that appears to be too good to be true. Neither can the government take advantage of a bid which is in all probability based on a mistake. 64 Am Jur 2d Public Works and Contracts § 84, Rushlite Co. v. City of Portland, 189 Or 194 (1950); State Highway Comm. v. State Construction Co., 203 Or 414 (1955). As you will remember, the last cited case was Charlie Peterson's bid forfeiture case involving the Marion Street Bridge. The contractor had deleted some sheet piling in its bid. The Supreme Court ruled that the state in a bid mistake situation could not forfeit the bid bond.

The files were assigned to Don Howe for two or three years. In the press of other business, the complaints were not filed. Our 50-50 plus or minor chances undoubtedly was a factor in the failure to file the complaints.

You and I have discussed the possibility of cancelling these files on two or three occasions during the last two or three years. Now the contract statute of limitations has run and we no longer have a cause of action. My own opinion is that the three cases were losers from the start. The courts have let contractors off the hook in most instances where the contractors have a mistake argument. Please cancel and close the legal files.

LBH:mj
cc: Contract 8369 File; Contract 8371 File; Contract 8372 File

RECEIVED
AUG 17 1976
LEGAL

JOHNSON, HARRANG & MERCER
ATTORNEYS AND COUNSELORS AT LAW
101 EAST BROADWAY, SUITE 400
EUGENE, OREGON 97401
TELEPHONE 503 485-0220

August 16, 1976

COPY

Department of Transportation
121 State Highway Building
Salem, Oregon 97310

Re: Horton Bros., Inc. - Ukiah, Grass Valley, and
Meacham Rock Production Projects

Gentlemen:

I wish briefly to followup my letter to you of July 15, 1976, concerning the above Projects.

I am now advised that on August 6, the Department awarded the Meacham job, Contract No. 8417, to the low bidder, Jarl Construction, Inc., of The Dalles, at $141,250.

Although the current low bid is above the former bid of Horton Bros., Inc., it is still substantially below the engineer's estimate which I understand to be $169,000. Accordingly, assuming that performance of the contract is obtained, we are hopeful that the Department will not sustain any damage on this or either of the other two Projects and, in due course, that our client's proposal bond will be released. I would appreciate it if you will advise our client's bond status as soon as you are in a position to do so.

Sincerely yours,

James P. Harrang

JPH:p

cc: ✓ Mr. Walter Berrie
211 State Highway Building
Salem, Oregon 97310

cc: Mr. Jack L. Sollis
100 State Office Building
Salem, Oregon 97310

cc: Horton Bros., Inc.
Acco Contractors, Inc.

JOHNSON, HARRANG & MERCER
ATTORNEYS AND COUNSELORS AT LAW
101 EAST BROADWAY, SUITE 400
EUGENE, OREGON 97401
TELEPHONE (503) 485-0220

RECEIVED
AUG 17 1976
LEGAL

August 16, 1976

NOTED
L. SOLLIS

COPY

Department of Transportation
121 State Highway Building
Salem, Oregon 97310

Re: Horton Bros., Inc. - Ukiah, Grass Valley, and
Meacham Rock Production Projects

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Sincerely yours,

James P. Harrang

JPH:pt
cc: Mr. Walter Berrie
211 State Highway Building
Salem, Oregon 97310

cc: Mr. Jack L. Sollis
100 State Office Building
Salem, Oregon 97310

cc: Horton Bros., Inc.
Acco Contractors, Inc.

15

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 24, 1976

TO Carroll Keasey
Construction Engineer

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Ukiah Rock Production Damages

The Grass Valley and Ukiah Rock Production projects are now complete. You should analyze our damages as a result of Horton Brothers being unable to obtain a performance bond and make your recommendation regarding forfeiture of the bid guaranty.

ESH:ja

cc H. S. Coulter
Jack Sollis
Cecil Head (enc.)
Robert Church (enc.)
Pat Schwartz

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

November 19, 1976

FILE:

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Ukiah Rock Production Damages

TO: E. S. Hunter
Deputy State Highway Engineer

SALEM

Your November 2, 1976 letter requested damages to date and anticipated damages due to the delay in the award of the above project.

When it was determined that the State paving plant would not be able to set up in the Ukiah area this summer, it became necessary to haul AC from Pendleton. Because this material had to be hauled 50 to 60 miles with small trucks and placed with a four-man crew, it was a very expensive operation. The crew averaged only eighteen tons a day. In the period from July 14, 1976 to August 9, 1976, the crew hauled sixteen days and patched the worst sections of the highway. The total cost of this effort was $8,015.12. (See attachment.)

Had it been possible for the paving crew to operate in the Ukiah area, they would have placed this tonnage in four hours.

Naturally, this patching effort did not adequately cover the needed repairs. However, because it would be nearly impossible to authenticate what damage caused by the delay may or may not result this winter, we would recommend that the total damage be established at $8,015.12.

DDA/dlm
Attachment

cc: Jack Sollis
C. T. Keasey
H. W. Oswald

RECEIVED
STATE HWY ENGR
NOV 23 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

AC PATCHING DONE BY UKIAH SECTION CREW

July & August, 1976

Date	Tons AC	Man Hrs.	Equip. Shifts
7-14-76	12.08	32	1
7-13-76	12.73	32	1
7-12-76	12.33	20	1
7-22-76	6.05	24	1
7-21-76	12.32	32	1
7-19-76	12.03	32	1
7-16-76	12.28	28	1
7-29-76	23.98	34	2
7-28-76	24.32	40	2
7-27-76	23.95	40	2
7-26-76	23.9	40	2
7-23-76	17.86	32	2
8-5-76	18.2	24	2
8-4-76	11.82	24	2
8-3-76	23.78	40	1
8-9-76	37.26	40	2
	284.89	514	24

Material - 284.89 Tons @ $12.25/Ton =	$3,489.90
Labor - 514 M. Hrs. @ $7.73/hr.MWII =	3,973.22
Equipment - 24 shifts @ $23/shift =	552.00
TOTAL COST	$8,015.12

8371 13

November 16, 1976

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On November 1, 1976, we wrote to you concerning release of final payment on Contract No. 8371 awarded to R. J. Taggart Construction Co., Inc., for the Ukiah Rock Production Project on the Pendleton-John Day Highway in Umatilla County.

Final payment on this contract is $7,640.66 and the total contract amount is $88,688.20. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc R. J. Taggart Construction Co., Inc.
2611 35th Ave. N.E.
Salem, OR 97303

United Pacific Insurance Company
P. O. Box 1708
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8371

FORM E-30X

1

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE November 2, 1976

TO W. E. Schwartz
Regional Engineer

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Grass Valley and Ukiah projects

The low bidder on both the Grass Valley and Ukiah projects was Horton Brothers. Horton Brothers was unable to obtain performance bonding and both projects were subsequently awarded to R. J. Taggart, the second low bidder. The proposal guarantee of Horton Brothers for both projects has been retained until such time as we can determine the amount of our damages.

I note in your October 22, 1976 letter requesting a time extension for the Ukiah project that you anticipate additional expenses the Department will sustain due to cancellation of the maintenance paving plant setup scheduled for Ukiah and the increased maintenance work anticipated on the pavement not repaired as a result of the cancelled plant setup.

The amount of the proposal bond which the Department ultimately retains may be judged on the documented damages sustained by the Department and the public. It would appear that some of the damages cannot be authenticated until any needed repair work is completed next season. It is important, however, that you put together (as soon as possible) a letter containing all known damages to date and anticipated damages including the actual dollar amount of the damage and an estimate of what the anticipated damages might come out to.

Please carbon copy Jack Sollis and the Construction Engineer with your report.

ESH:ja

cc H. S. Coulter
C. T. Keasey
Jack Sollis
Robert Church

November 2, 1976

R. J. Taggart Construction
Company, Inc.
2511 - 35th Avenue, N.E.
Salem, OR 97303

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8371 for work on Ukiah Rock Production on the Pendleton-John Day Highway in Umatilla County.

Careful consideration was given to the reasons you submitted. In light of the available facts, a complete time extension is granted to the September 29, 1976 actual completion date. This is because of late awards of both this contract and the Grass Valley Contract No. 8369 to your firm.

This will delete all liquidated damages.

Very truly yours,

F. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Jack Sollis
Robert Church
Pat Schwartz

JAB:fr ja

FORM 81-734-3000

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 26, 1976

FILE: CON 5 #8371

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Ukiah Rock Production
Contract No. 8371
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

R. J. Taggart Construction Company requests that the specified completion date on this project be increased from August 15 to September 30, or 46 days. Actually the project was completed September 29 with 45 days liquidated damages assessed at $75 per day for a total of $3,375.

The background on this project is similar to the Grass Valley Rock Production (Contract No. 8369) which this same firm performed after being second bidder. The original low bidder, Horton Brothers, could not obtain performance bonding and did not perform either project and it happens that the Taggart Company was second bidder on both projects.

Some pertinent dates are:

Bids opened	May 27
Contract sent to Taggart	July 19 (53 days later)
Work started	August 27 (after completion of Grass Valley)
Project completed	September 29

Under Section 103.08 of the Standard Specs., we could consider time extension for time in excess of 20 days after bid opening until the contract is sent. On the subject project, this is 33 days. I note there was also a 3.3 percent overrun in the crushed quantities which could also justify 2 days and the weekend prior, or perhaps as much as 4 days.

These were State projects and the award and contracting process should ordinarily have required less than the 20 days allowed by the specifications, so a contractor could reasonably have expected to start work quite promptly. Ordinarily, we do not sanction interrelating one project to another for time extension purposes, but since both these rock production projects had the same completion date, namely, August 15, some additional perspective can be gained by looking at the overall sequence.

Taggart actually accomplished both projects in 65 days overall after they started work on Grass Valley July 26. Using the same performance time, had the contracts been awarded so they could start work by June 11 (which is not unreasonable after a May 27 bid opening) both projects would have been completed by August 15 as specified. I therefore believe there is basis to grant the complete time extension on Ukiah as requested.

E. S. Hunter
October 26, 1976
Page 2

Dale Allen's October 22 letter on this request is attached and I call your attention to the last paragraph citing the fact that the State was not able to have a maintenance paving set up in the Ukiah area this year because of this late rock production. This may be pertinent in relation to the forfeiture of the Horton bid bond.

This is a State project. A rough draft letter to the contractor on the basis of a complete time extension is attached.

JAB:fr

Att.

cc: Robert Church

[illegible]
OCT 28 '76
REFER TO
FOR
R/D D/R Sign

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
October 22, 1976

FROM: Dale D. Allen
Regional Construction Engineer
Dale D. Allen

TO: C. W. Keasey
Construction Engineer

SALEM

SUBJECT: Request for Time Extension
Ukiah Rock Production
Contract No. 8371
Umatilla County

Attached is a Request for Time Extension from R. J. Taggart Construction Company for the Ukiah Rock Production.

Bids were opened on this project on May 27, 1976; and the project was awarded to Horton Brothers, Inc. Due to reasons we are not familiar with, Horton Brothers, Inc. were not able to honor the contract and it was subsequently awarded to the second bidder, R. J. Taggart Company, on July 19, 1976, 53 days later.

This project was set up with a completion date of August 15, 1976. The matter is somewhat complicated by the fact that the low bidder on both the Grass Valley and Ukiah projects was Horton Brothers; and when they threw in their bid, R. J. Taggart was responsible to complete both projects. Because of the 53-day delay in awarding the contract, it was not possible for Taggart to meet the August 15 deadline on the Ukiah project. He did, however, move onto the project on August 27, work double shifts, and complete the project September 29, 1976. We feel that he diligently pursued the work.

[illegible] Aug 25

In accordance with Section 103.08 he would be allowed an extension of 33 days because of the delay in the award of the contract. We, therefore, recommend approval of Taggart's request for a time extension with no penalty assessment.

Bill thru 33 + 15 days Time liq. dam. @ $75 = $3375.

This delay, however, which we feel was caused by Horton Brothers, Inc. not honoring the contract, did require that we cancel a maintenance paving plant setup scheduled for Ukiah and, thereby, cause an indirect and possibly substantial damage to the Highway Division. Because we were unable to perform any maintenance hot-mix patching in the Ukiah-Long Creek areas, we will be going into the winter with the anticipation of increased maintenance work on the deteriorated pavement.

DDA/dlm
Attachments

cc: H. N. Van Cleave

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg
RECEIVED
OCT 25 1976
CONSTRUCTION SECTION

B. 3 % penalty [illegible]

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8371 Contractor R. J. Taggart Construction Co., Inc.

Highway Pendleton-John Day

Section Ukiah Rock Production

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend complete time extension because of late award of contracts for both this project and Grass Valley Rock Production Contract 8369.

Recommended for Approval:

Division Engineer

Construction Engineer or
~~Bridge Engineer~~

State Highway Engineer

State Printing 27929

Contract No. 8371
Project designation
State-Federal
Date awarded July 19, 1976
Work started August 27, 1976
Per cent completed 100%
Date
No. of Workdays Allowed Aug. 15 Comp. Date
No. of Workdays Used Sept. 29 Completed
No. of Added Workdays Requested Aug. 15 to Sept. 3

E-320 (Rev.)-5M-5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept. 13, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Aug. 15 days to Sept. 30 days, within which to complete our Contract No. 8371, without the assessment of liquidated damages. The said contract is described as follows:
Rock Prod. Project on Pendleton-John Day Hy. in Umatilla Co. Bid Date May 27

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

The low bidder on both the Grass Valley (#8369) and the Ukiah (#8371) Rock Production Projects was unable to honor his contract and we were awarded the jobs on July 8, and July 19,1976. With a scheduled completion date of August 15, 1976 on both projects, it would have been an impossibility to meet the deadline. We are expecting a completion date of Sept. 30, 1976. Hopefully, this extension time will be agreeable with you. Thank you.

Respectfully submitted,

R.J. TAGGART CONSTRUCTION CO. INC.
Contractor

By Sec.-Treas.

CONSENT OF SURETY

Date September 15, 1976

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stanley P. Duyck
Attorney-in-fact
Stanley P. Duyck,

(SEAL)

Stanley P. Duyck
Resident Agent
Stanley P. Duyck,

8371

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ukiah		WEEK ENDING: October 2, 1976 SECTION PREFIX: 30-8340-900
	HIGHWAY: Pendleton-John Day	COUNTY: Umatilla
NAME OF JOB: Ukiah	KIND OF WORK: Rock Production	
CONTRACTOR: R. J. Taggart Construction Co., Inc.	CONTRACT NUMBER: 8371	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: July 19, 1976	DATE WORK STARTED: August 27, 1976	ESTIMATED COMPLETION DATE: September 29, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 4 SUPERVISION 2	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $96,006.23	SPECIFIED COMPLETION DATE: August 15, 1976	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $[illegible]	ENGINEERING AUTHORIZATION $8,559.50 this week 250.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 96
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $	ENGINEERING COST TO DATE $6,588.84	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 94
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 76 %	DATE PROJECT WAS COMPLETED: September 29, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES			300 cu. yd.		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK:

Crusher, 2 loaders, 2 trucks, 1 d-8 cat, 2 pickups

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 26	Fair	0		
MONDAY 27	"	0		
TUESDAY 28	"	0		
WEDNESDAY 29	"	0		
THURSDAY 30	"	0		
FRIDAY 1	"	0		
SATURDAY 2	"	0		

Routing
K Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
OCT 4 1976
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 26	No Activity
MONDAY 27	Finished with [illegible]
TUESDAY 28	Shaping stockpiles
WEDNESDAY 29	All stockpiles shaped and ready for remeasure
THURSDAY 30	Starting to break down crusher
FRIDAY 1	Same as Thursday
SATURDAY 2	No activity

REMARKS

All bid items completed

SIGNED M Burch LOCATION Pendleton
for: . N. Van Cleave, Res. Eng.r

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8371

15

JOHNSON, HARRANG & MERCER
ATTORNEYS AND COUNSELORS AT LAW
101 EAST BROADWAY, SUITE 400
EUGENE, OREGON 97401
TELEPHONE (503) 485-0220

JAMES P. HARRANG
ARTHUR C. JOHNSON
KENDRICK M. MERCER
LESLIE M. SWANSON, JR.
JAMES W. KORTH
STANTON F. LONG
CHARLES G. DUNCAN
JOHN C. WATKINSON
JOHN L. FRANKLIN
JOHN B. ARNOLD
DONALD R. LAIRD
JOYCE HOLMES BENJAMIN

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

August 16, 1976

RECEIVED
STATE HWY ENGR
AUG 17 '76
REFER TO
FOR
[illegible] | Inve | R/D | D/R | Sign | Act | File

Ed Hunter

Department of Transportation
121 State Highway Building
Salem, Oregon 97310

Re: Horton Bros., Inc. - Ukiah, Grass Valley, and
Meacham Rock Production Projects

Gentlemen:

I wish briefly to followup my letter to you of July 15, 1976, concerning the above Projects.

I am now advised that on August 6, the Department awarded the Meacham job, Contract No. 8417, to the low bidder, Jarl Construction, Inc., of The Dalles, at $141,250.

Although the current low bid is above the former bid of Horton Bros., Inc., it is still substantially below the engineer's estimate which I understand to be $169,000. Accordingly, assuming that performance of the contract is obtained, we are hopeful that the Department will not sustain any damage on this or either of the other two Projects and, in due course, that our client's proposal bond will be released. I would appreciate it if you will advise our client's bond status as soon as you are in a position to do so. ✓

Sincerely yours,

James P. Harrang

James P. Harrang

JPH:pt

cc: Mr. Walter Berrie
211 State Highway Building
Salem, Oregon 97310

cc: Mr. Jack L. Sollis
100 State Office Building
Salem, Oregon 97310

cc: Horton Bros., Inc.
Acco Contractors, Inc.

Copies to Hunter & Keasey 8-17-76

Orig - Sollis
Reply please
Ed

RECEIVED
AUG 17 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
[illegible]

8371.

15

NOTED
E. S. HUNTER

JOHNSON, HARRANG & MERCER
ATTORNEYS AND COUNSELORS AT LAW
101 EAST BROADWAY, SUITE 400
EUGENE, OREGON 97401
TELEPHONE (503) 485-0220

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ORVAL ETTER
OF COUNSEL

July 15, 1976

[illegible] TO
E S Hunter

RECEIVED
STATE HWY ENGR
JUL 16 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Department of Transportation
121 State Highway Building
Salem, Oregon 97310

Re: Horton Bros., Inc. - Ukiah, Grass Valley and Meacham Rock Production Projects

Gentlemen:

On behalf of Horton Bros., Inc., I wish to confirm the following matters stated in telephone conversations Thursday, July 15, 1976, with Counsel Jack L. Sollis, to whom I am sending an additional copy of this correspondence.

1. To assist the problem of the bonding difficulties encountered by Horton Bros., you arranged that Taggert perform the Grass Valley job, as stated in my letter of July 8, and also the Ukiah job. With this assistance, Horton Bros. went forward to endeavor to obtain the needed performance bond on the Meacham job only. Diligent and strenuous efforts have been made to obtain the bond from both St. Paul and United Pacific, without success. Although St. Paul furnished the proposal bond (aka bid bond), they have resolutely refused to issue the performance bond. Their refusal, I am advised, is based principally upon the bid spread which Gene Dietzman, of St. Paul, computed with respect to the Ukiah and Meacham jobs at 42.8% between the low and second bid, and 54.5% between the low bid and the engineer's estimate.

2. Being unable to obtain a corporate surety performance bond, Horton Bros. has made diligent and strenuous efforts to furnish you with a cashier's check or certified check for approximately $104,000. Horton Bros. was able to obtain a loan commitment of $75,000, but could not obtain the balance needed. Accordingly, with both regret and disappointment I must report and confirm the inability to furnish either the performance bond or a cash bond in the form of guaranteed checks.

3. I understand that you will now proceed to re-bid the Meacham job which will now go out to bid on or about August 5. As was previously requested in my letter to you of July 8, and again now with respect to the Ukiah and Meacham jobs, it is respectfully requested that forfeiture of the proposal bond be placed in suspense pending performance of the work and ascertainment, following such performance, whether or not the Department has sustained any damage. If damage is sustained that is less than the proposal bond, it is requested that forfeiture not exceed the actual damage, if any.

4. With respect to any forfeiture, I believe the Department is aware that Horton Bros. has made every possible effort to furnish the performance bond required, but has found it impossible to do so because, I believe, of circumstances affecting the bond market at this time, and not from any lack of diligence or ability under normal circumstances for Horton Bros. to meet your bond requirements. I have been advised by a local insurance agency that in his experience it is unheard of for a surety to write a proposal bond and thereafter refuse to write the performance bond. But, as you know, that is exactly what has occurred to us here.

If I can furnish you any other information or be of any assistance in this matter, please advise. Your courtesies and assistance have been appreciated.

Sincerely yours,

James P. Harrang

JPH:pt

cc: Mr. Walter Berrie
211 State Highway Building
Salem, OR 97310

cc: Mr. Jack L. Sollis
100 State Office Building
Salem, OR 97310

RECEIVED
JUL 16 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

#4371 45

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 15, 1976

TO MEMO TO THE FILE

ESH

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Meacham and Ukiah Rock
Production Contracts

At 11:30 this morning, Jim Archibald (representing Horton Brothers Construction, Inc.) called to advise that they would be unable to supply a cashier's check in lieu of performance bond for the Meacham Rock Production project.

Jack Sollis will obtain a written confirmation from their attorney indicating that they will be unable to do both the Ukiah and Meacham projects.

R. L. Taggart has agreed to take award of the Ukiah project as bid. Transportation Commission approval of this action will be obtained Monday morning, and the award made Monday afternoon, July 19.

The Meacham project will be re-advertised on a short notice for the August 5 letting.

ESH:ja

cc Cecil Head
H. S. Coulter
Jack Sollis
L. W. Rulien

8371

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE July 8, 1976

TO Cecil W. Head
Commission Services

FROM E S Hunter
E. S. Hunter
Deputy State Highway Engineer

SUBJECT Grass Valley, Ukiah and Meacham
Rock Production Projects
May 27, 1976 Bid Letting

On May 27, 1976 bids were taken on three rock production projects -- Grass Valley, Ukiah, and Meacham. Horton Brothers, Inc., Brookings, Oregon were the low bidder on all three projects and received award of the contract and documents for execution.

On June 22, Horton Brothers met with me in my office to advise that they had discovered an error in their bid and either wished to correct that error or be relieved of all three contracts. After consultation with Chief Counsel, they were advised by letter that the contract documents must be executed no later than July 8, 1976 or their bid bonds would be forfeited. A copy of that letter is attached.

On this date, Horton Brothers' attorney advised Walt Barrie that they were going to proceed with the Ukiah and Meacham projects as bid. R. J. Taggart Construction Company, Salem, Oregon (second low bidder on the Grass Valley project) has agreed to accept that contract as bid at $64,900, which is substantially under the engineer's estimate of $69,250.

Horton Brothers, Inc.'s bid bond on the Grass Valley project will be retained until Taggart completes the project and damages can be ascertained.

This afternoon I discussed the situation with Chairman Jackson and he approved award of the Grass Valley project to the second low bidder, R. J. Taggart Construction Company.

ESH:ja

cc Glenn L. Jackson
Robert Burco
H. S. Coulter
R. L. Schroeder
V. E. Skoog
Walt Barrie
L. W. Rulien

8371 15

JOHNSON, HARRANG & MERCER
ATTORNEYS AND COUNSELORS AT LAW
101 EAST BROADWAY, SUITE 400
EUGENE, OREGON 97401
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DONALD R. LAIRD

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

July 8, 1976

NOTED
E. S. HUNTER

Department of Transportation
121 State Highway Building
Salem, Oregon 97310

Re: Horton Bros., Inc. - Ukiah, Grass Valley and Meacham Rock Production Projects

Attention: E. S. Hunter

Gentlemen:

On behalf of Horton Bros., Inc., I wish to confirm the following matters developed in conversations Thursday, July 8, 1976, with your Chief Counsel Walter Berrie:

1. Horton Bros. will not perform the Grass Valley job and concurs that this job be awarded to the second bidder, Taggart.

2. With respect to the bid bond on Grass Valley in the sum of $5300, it is respectfully requested that forfeiture of this bond be placed in suspense pending performance of the work and ascertainment, following such performance, whether the Department has sustained any damage. If damage is sustained that is less than $5300, it is requested that the forfeiture not exceed the actual damage.

3. The Department has granted an extension to and including July 15, 1976, for Horton Bros. to obtain performance bonds upon the Meacham and Ukiah jobs. Horton Bros. will proceed immediately with every possible means to obtain the required bond and will furnish the bond as soon as obtained and, in any event, advise your office of the results of the efforts to obtain the bonds on or before the close of business on Thursday, July 15. As I explained to Mr. Berrie by telephone, St. Paul has refused the bonds which are now being sought through Ward Insurance Agency, Eugene, Oregon, who will submit the application to United Pacific.

Thank you for your courtesies and assistance with this problem.

Sincerely yours,

James P. Harrang

JPH:pt
cc: Walter Berrie
211 State Highway Bldg.
Salem, Oregon 97310

RECEIVED
JUL 9 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8371

HORTON BROS. INC.

MEACHAM SECTION

Contract No. 8372
Prefix: 30-8341

June 4, 1976
$104,250.00
August 31, 1976

Item	Quantity	Unit Price	Amount
3/8"-10 Material in stockpile	25,000 Cu. Yds.	$ 4.17	$ 104,250.00
	TOTAL AMOUNT OF CONTRACT		$ 104,250.00

HORTON BROS. INC.

UKIAH SECTION

Contract No. 8371
Prefix: 30-8340

June 4, 1976
$58,927.00
August 15, 1976

Item	Quantity	Unit Price	Amount
3/8"-10 Material in stockpile	10,000 Cu. Yds.	$ 4.87	$ 48,700.00
3/4"-1/2" Material in stockpile	1,000 Cu. Yds.	4.87	4,870.00
1/2"-1/4" Material in stockpile	800 Cu. Yds.	4.87	3,896.00
1/4"-10 Material in stockpile	300 Cu. Yds.	4.87	1,461.00
	TOTAL AMOUNT OF CONTRACT		$ 58,927.00

HORTON BROS. INC.

GRASS VALLEY SECTION

Contract No. 8369
Prefix: 28-8312

June 4, 1976
$53,570.00
August 15, 1976

Item	Quantity	Unit Price	Amount
3/8"-10 Material in stockpile	6,000 Cu. Yds.	$ 4.87	$ 29,220.00
1/2" - 1/4" Material in stockpile	2,000 Cu. Yds.	4.87	9,740.00
1/4" - 10 Material in stockpile	3,000 Cu. Yds.	4.87	14,610.00
	TOTAL AMOUNT OF CONTRACT		$ 53,570.00

8371

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 23, 1976

FILE: CON 5
#8369
#8372
#8371

FROM: C. T. Keasey
Construction Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Horton Bros. Inc. Bids on
Grass Valley Rock Production
Meacham Rock Production
Ukiah Rock Production

NOTED
E. S. HUNTER

A review of the information submitted by Horton Bros. on their bids on the three subject rock production projects indicates a gross error was made in that the stockpile measure was not expanded by 30 percent to convert to truck measure for production and bid calculation purposes.

The calculations have been reviewed by Ed Johnsen and he finds that, except for the above omission, they are reasonable.

Because of this major error, I recommend that Horton Bros. be released from obligation and that the projects be awarded to the 2nd low bidders.

I recommend also that Horton Bros. bid bonds be returned to them.

CTK:fr

Att.

RECEIVED
STATE HWY ENGR
JUN 24 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8371 18

COVER SHEET

HORTON ROCK PROD JOBS 6-23-76
SUMMARY.

PROJECT	E E	HORTON'S BID	HORTON'S BID, ADJUST	SECOND BIDDER
#8369 GRASS VALLEY	69,250	53,570	60,000	64,900
#8371 UKIAH	82,885	58,927	73,300	85,595
#8372 MECHAM	168,750	104,250	133,300	147,500

I CONCLUDE THAT HORTON NEGLECTED TO EXTEND HIS ESTIMATED COSTS TO PROPERLY INCLUDE THE COMPACTION FOR STOCKPILE MEASURE.

NO ATTEMPT WAS MADE TO VERIFY THE INTEGRITY OF EACH ITEM USED IN HORTON'S BIDDING ESTIMATE OTHER THAN BEING REASONABLE BY OUR EXPERIENCE NEGLECTING THE COMPACTION.

Ed Johnsen
Ch. Cost Engr.

SH 1 of 3

HORTON ROCK PROD. JOBS,

Carroll Cont. #s 8369, 8371, 8372 6-23-76

From the notes on the estimating sheets and drawings, it is likely that Horton intended to account for the compaction in stockpile measure.

Assuming 1 c.y. paid in stockpile is equal to 1.3 c.y. truck measure per Horton's ~~faulty estimate~~ INTENTION, the following analysis is possible using Horton's figures.

GRASS VALLEY # 8369

11,000 × 1.3 = 14,300 cy. Loose aggregate.

ESTIMATE OF COSTS.

PIT DEVELOPMENT, 14,300 @ $0.40 =	$5,720
Water	— 0 —
Labor, 6 men × 15 days × $150/day =	13,500
MOVING	5,000
EQ RENT + DEP. 1.3 × 10,000	13,000
HAUL + STOCKPILE 14,300 cy @ $0.50/cy	7,150
CONTINGENCY 1.3 × 5,000	6,500
POS. OPERATING COST	45,000
BONDING	2,000
POS. TOTAL COST	47,000
28% = 13,160, SAY	13,000
	$ 60,000

EE = $69,250
@ ≈ $6.30

60,000 / 11,000 = $5.45 /cy ⟸ (TOTAL $64,900 (SECOND BIDDER TAGGART @ $5.90)

HORTON ROCK PRODUCTION JOBS.

UKIAH # 8371

12,100 cy x 1.3 = 15,730 cy LOOSE C.Y.

ESTIMATE OF COSTS

PIT DEVELOPMENT 15,730 CY@ $0.45 =	$7,078.50
WATER $1,000 x 1.3	1,300.—
Labor, 6 men x 16 days x $150/day =	14,400.—
MOVING	5,000.—
EQ. RENT AND DEPRECIATION, $10,000 x 1.3 =	13,000.—
Haul & STOCKPILE 15,730 CY x $0.75 =	11,797.50
CONTINGENCY $5,000 x 1.3	6,500.—
POSS. OPERATING COST	59,076
BONDING	2000
POS. TOTAL COST	61,076
20% = $12,215.20, say	12,224
	$ 73,300

$\frac{\$73,300}{12,100\text{ c.y.}} = \$6.06/\text{c.y.}$

(TAGGART SECOND BIDDER @ ≈ 7.10/cy TOTAL = $85,595)

EE $82,885

@ $6^{\underline{85}}$

SH 3 of 3

HORTON ROCK PROD JOBS

MEACHAM #8372

12,000 x 1.3 = 15,600, 13,000 x 1.3 = 16,900,

OR. 32,500 C.Y. LOOSE AGG.

ESTIMATE OF COSTS

PIT DEVELOPMENT 32,500 CY @ $0.25/CY =	$8,125
WATER, $2,000 x 1.3	2,600
Labor, 6 men x 33 days x $150/day	29,700
MOVING	5,000
EQ. RENT & DEPRECIATION 17,500 x 1.3	22,750
HAUL & STOCKPILE 15,600 @ $1.50	23,400
" " 16,900 @ $0.40	6,760
CONTINGENCY 7,500 x 1.3	9,750
POS. OPERATING COST	108,085
BONDING	3,000
POS. TOTAL COST	111,085
20% = $22,217 SAY	22,215
	$133,300

$$\frac{\$133,300}{25,000\text{ cy}} = \underline{\underline{\$5.33/\text{cy}}} \leftarrow$$

(ITSCHNER SECOND @ $5.90/cy, or $147,500 TOTAL)

EE $168,750

@ $6^{\underline{75}}$

6371

13

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

PICCO CONTRACTORS, INC.

[illegible]

[illegible] [illegible]

11,000 CY. STOCKPILE MEASURE [illegible] [illegible]	(1)	(2)	(3) NEW CORRECTED COSTS	(4)
[illegible]				
PIT DEVELOPEMENT	14300 CY	.40/CY	5720.00	4400.00
WATER			-0-	-0-
LABOR	6 MEN, 14 DAYS @ 150/DAY		12600.00	[illegible]
[illegible]			5000.00	[illegible]
EQUIPMENT RENTAL & DEPRECIATION			13000.00	[illegible]
HAULING & STOCKPILE	14300 CY	.50/CY	7150.00	[illegible]
CONTINGENCY			5000.00	[illegible]
OPERATING COSTS			48470.00	[illegible]
BONDING			2000.00	2000.00
TOTAL COSTS			50471.00	[illegible]
28%			14131.60	11720.00
			64601.60	53570.00
			5.87/CY	4.87/CY

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

Acme Contractors, Inc.

Rock Production

[illegible]

	(1)	(2)	(3)	(4)
12,100 CY stockpile [illegible] with 20% [illegible] [illegible] 15,730 C.Y.			NEW CORRECTED COSTS	
Estimated Costs:				
Pit Development	15730 C.Y.	.45/CY	7078.50	5445.00
Water			1300.00	1000.00
Labor	6 MEN, 16 DYS, $150/DAY		14400.00	11700.00
Moving			5000.00	5000.00
Equipment Rental & Depreciation			13000.00	10000.00
Hauling & Stockpiling	15730 C.Y.	.75/CY	11797.50	9075.00
Contingency			5000.00	5000.00
Operating Cost			57576.00	47220.00
Bonding			2000.00	2000.00
Total Cost			59576.00	49220.00
20%			11915.20	9707.00
Total Bid			71491.20	58927.00
			5.91/CY	4.87/CY

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

ACCO CONTRACTORS, INC.

ROCK PRODUCTION
[illegible] STATION [illegible]

LINE No	25,000 CY STOCKPILE PROGRAM WITH 30% STOCKPILE COMPACTION EQUALS 32500 CY	(1)	(2)	(3) NEW CORRECTED COSTS	(4)	LINE No.
1	ESTIMATED COSTS:					1
2	PIT DEVELOPMENT	32500 CY	.25/CY	8125.00	6250.00	2
3	WATER			2600.00	2000.00	3
4	LABOR	6 MEN, 32 DAYS @ $150/DAY		28800.00	22500.00	4
5	MOVING			5000.00	5000.00	5
6	EQUIPMENT RENTAL & DEPRECIATION			22750.00	17500.00	6
7	HAUL & STOCKPILE 15,600 CY @ 1.50/CY (11.3 AVG. MI.)			23400.00	18000.00	7
8	HAUL & STOCKPILE 16900 CY @ .40/CY			6760.00	5200.00	8
9	CONTINGENCY			7500.00	7500.00	9
10	OPERATING COST			104935.00	83950.00	10
11	BONDING			3000.00	3000.00	11
12	TOTAL COST			107935.00	86950.00	12
13	20%			21587.00	17300.00	13
14	TOTAL BID			127522.00	104250.00	14
15						15
16				5.18/CY.	4.17/CY.	16

1-87

[illegible] SYSTEMS [illegible] DALLAS LOS ANGELES

LITHO IN U.S.A.

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

HCCO CONTRACTORS, INC.

ROCK PRODUCTION UKIAH SECTION

12,100 CY WITH 30% STOCKPILE [illegible]

BID DUE - 9:00 AM 5/27/76

COMPLETION DATE - 8/15/76

QUANTITY:

3/4" - 1/2"	1000 C.Y.
3/8" - #10	10000 C.Y.
1/2" - 1/4"	800 C.Y.
1/4" - #10	300 C.Y.

ROCK HAUL - 7,100 C.Y. HAULED 1.7 MI.
5,000 C.Y. HAULED 3.0 MI.
12,100 C.Y.

STOCKPILED IN STORAGE SHEDS WHERE POSSIBLE

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

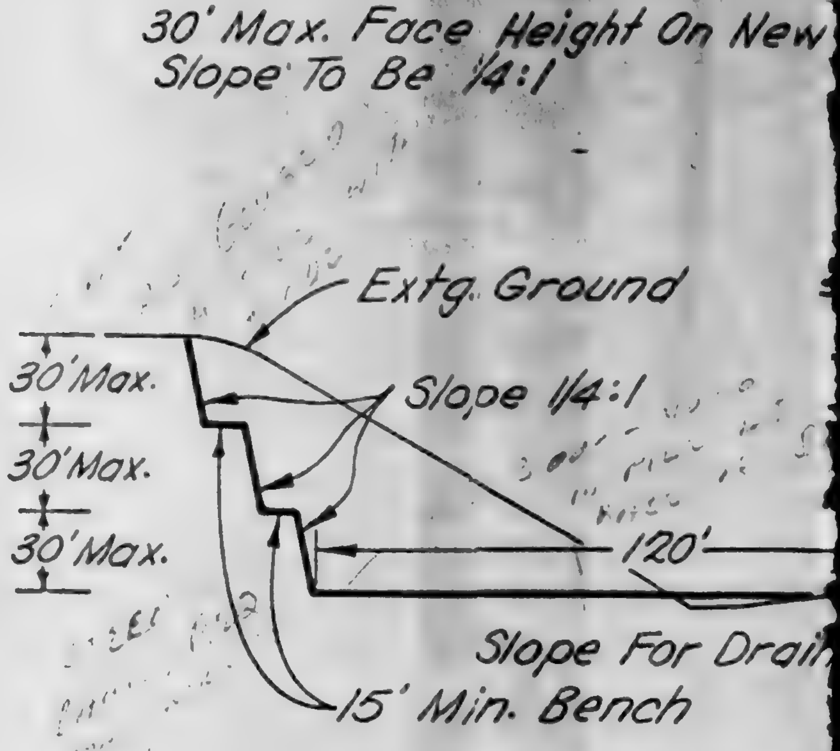
[illegible] Contractors Inc.

[illegible] AM

ROCK PRODUCTION

[illegible] SECTION

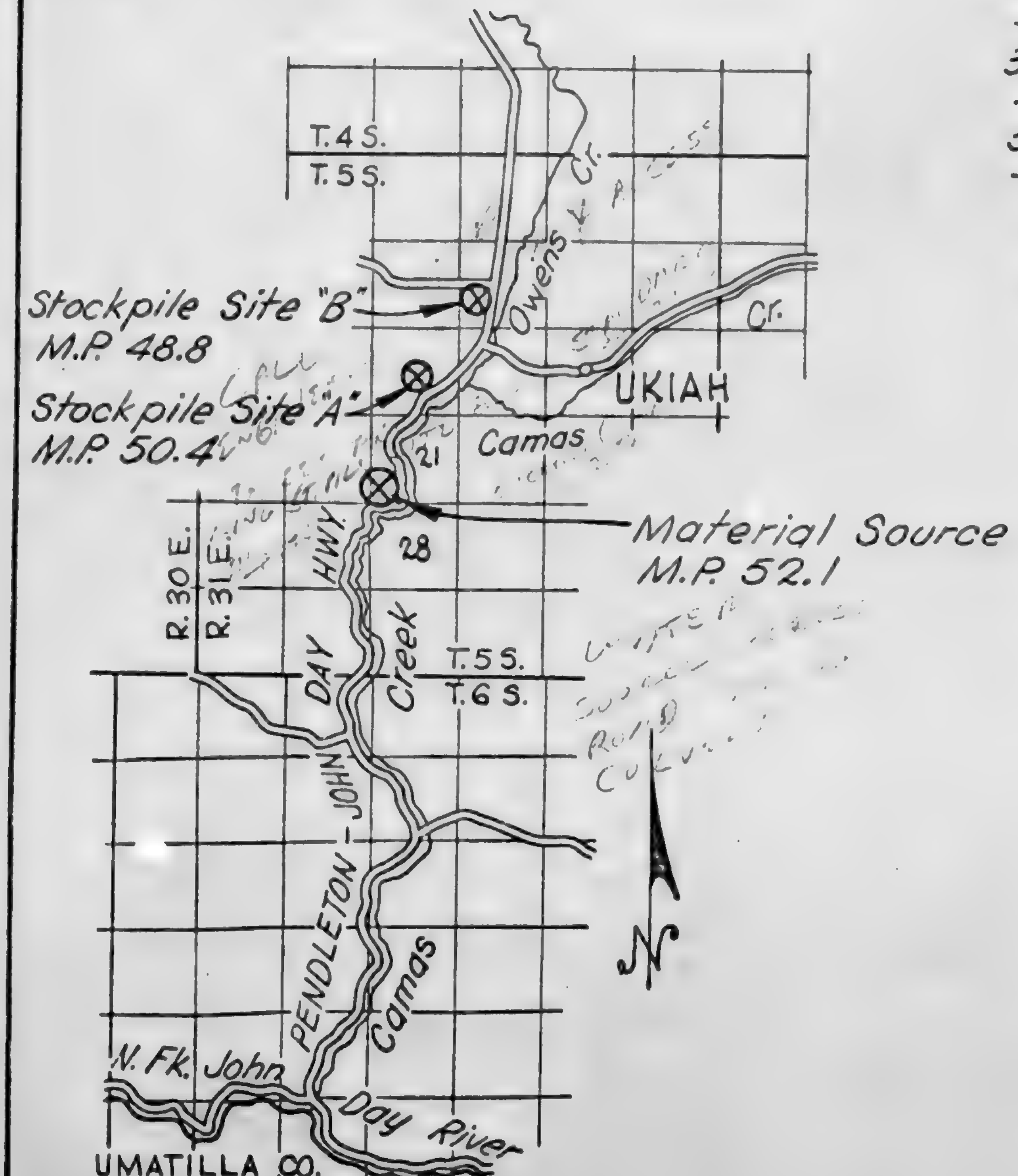
12100 CY To Be Crushed & Stockpiled by 8/15/7[illegible]	(1)	(2)	(3)	(4)	LINE NO
Estimated Cost:					2
Pit Development	12100 CY	.45/CY	5445.00	7,079	
Water			1000.00	1,300	4
Labor	6 men, [illegible]		11700.00	15,210	5
[illegible]			5000.00	5,000	6
[illegible]			10000.00	13,000	7
Hauling & [illegible]	12100 CY	.75/CY	9075.00	11,798 / 58387	8
Contingency			10.6% 5000.00	5,659	9
Operating Cost			47220.00	59,046	10
Bonding			2000.00	2,000	11
Total Cost			49220.00	61,046	12
20%			9707.00	73,255	13
Total Bid			5892?.00	[illegible]/CY	14
					15
Engr. Estimate $82,885					16
	Taggert			85,595	17
	Itschner			96,800	18
					19
					20
					21
					22
					23
					24
					25
					26
					27
					28
					29
					30
					31
					32


30' Max. Face Height On New
Slope To Be 1/4:1
Extg. Ground
30' Max.
30' Max.
30' Max.
Slope 1/4:1
120'
Slope For Drai
15' Min. Bench

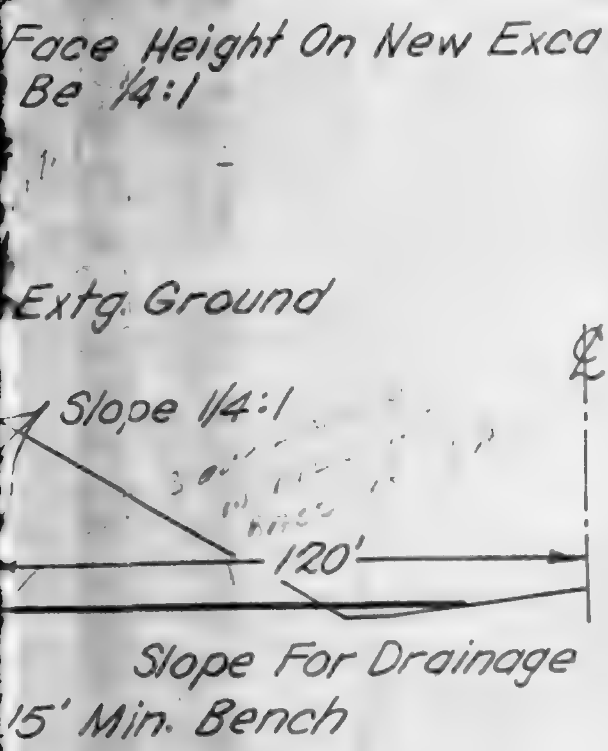
SECTION A-A

[illegible] R.Q.

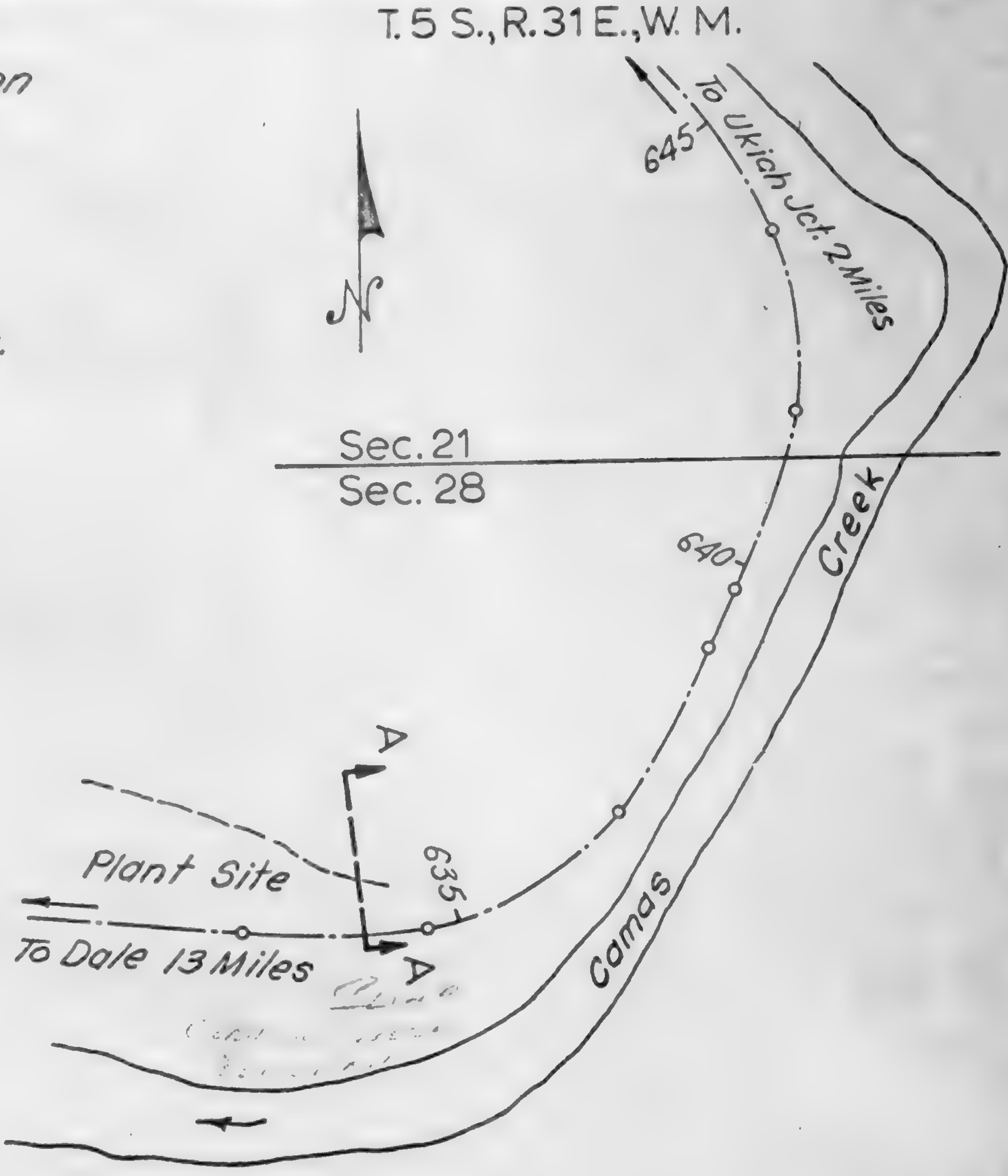
[illegible]


T.4 S.
T.5 S.
Owens Cr.
Stockpile Site "B"
M.P. 48.8
Stockpile Site "A"
M.P. 50.4
Cr.
UKIAH
Camas
21
28
Material Source
M.P. 52.1
R. 30 E.
R. 31 E.
PENDLETON - JOHN DAY HWY
Creek
T.5 S.
T.6 S.
N
Camas
N. Fk. John Day River
UMATILLA CO.
GRANT CO.
Scale 0 1 2 3 Miles

1R-4-599


Face Height On New Excavation
Be 1/4:1
Extg. Ground
℄ Hwy.
Slope 1/4:1
120'
Slope For Drainage
15' Min. Bench

ECTION A-A


T. 5 S., R. 31 E., W. M.
N
To Ukiah Jct. 2 Miles
645
Sec. 21
Sec. 28
640
Creek
A
A
635
Plant Site
To Dale 13 Miles
Camas

OREGON STATE HIGHWAY DIVISION
Sketch Map

UKIAH
ROCK PRODUCTION PROJECT

PENDLETON-JOHN DAY HIGHWAY
UMATILLA COUNTY
March, 1976

8-37

LITHO IN U.S.A.

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

ACCO CONTRACTORS, INC

ROCK PRODUCTION UKIAH SECTION

12,100 C.Y. WITH 30% STOCKPILE COMPACTION LOSS

BID DUE - 9:00 AM 5/27/76

COMPLETION DATE - 8/15/76

QUANTITY:

3/4" - 1/2"	1,000 C.Y.
3/8 - #10	10000 C.Y.
1/2 - 1/4"	800 C.Y.
1/4" - #10	300 C.Y.

ROCK HAUL -	7,100 C.Y.	HAULED	1.7 MI.
	5,000 C.Y.	HAULED	3.0 MI.
	12,100 C.Y.		

STOCKPILED IN STORAGE SHEDS WHERE POSSIBLE.

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

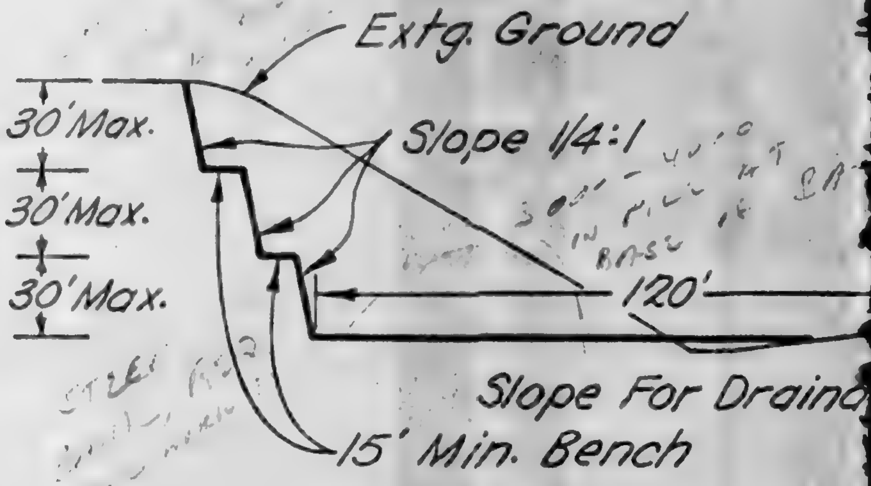
Acco Contractors Inc.

Rock Production

Ukiah Section [illegible]

LINE No.		(1)	(2)	(3)	(4)
	12100 CY To Be Crushed ; [illegible] BY [illegible]				
1	Estimated Cost :				
2	Pit Development	12100 CY	.45/CY	5445.00	
3	Water			1000.00	
4	Labor	6 men, 3 [illegible]	[illegible]	117[illegible].00	
5	[illegible]			[illegible]	
6	[illegible]			16000.00	
7	Hauling [illegible]	12100 CY @	.75/CY	[illegible]	
8	Contingency			5000.00	
9	Operating Cost			47220.00	
10	Bonding			2000.00	
11	Total Cost			49220.00	
12	20%			9700.00	9,841
13	Total Bid			58[illegible]	[illegible]/CY

30' Max. Face Height On New B
Slope To Be 1/4:1

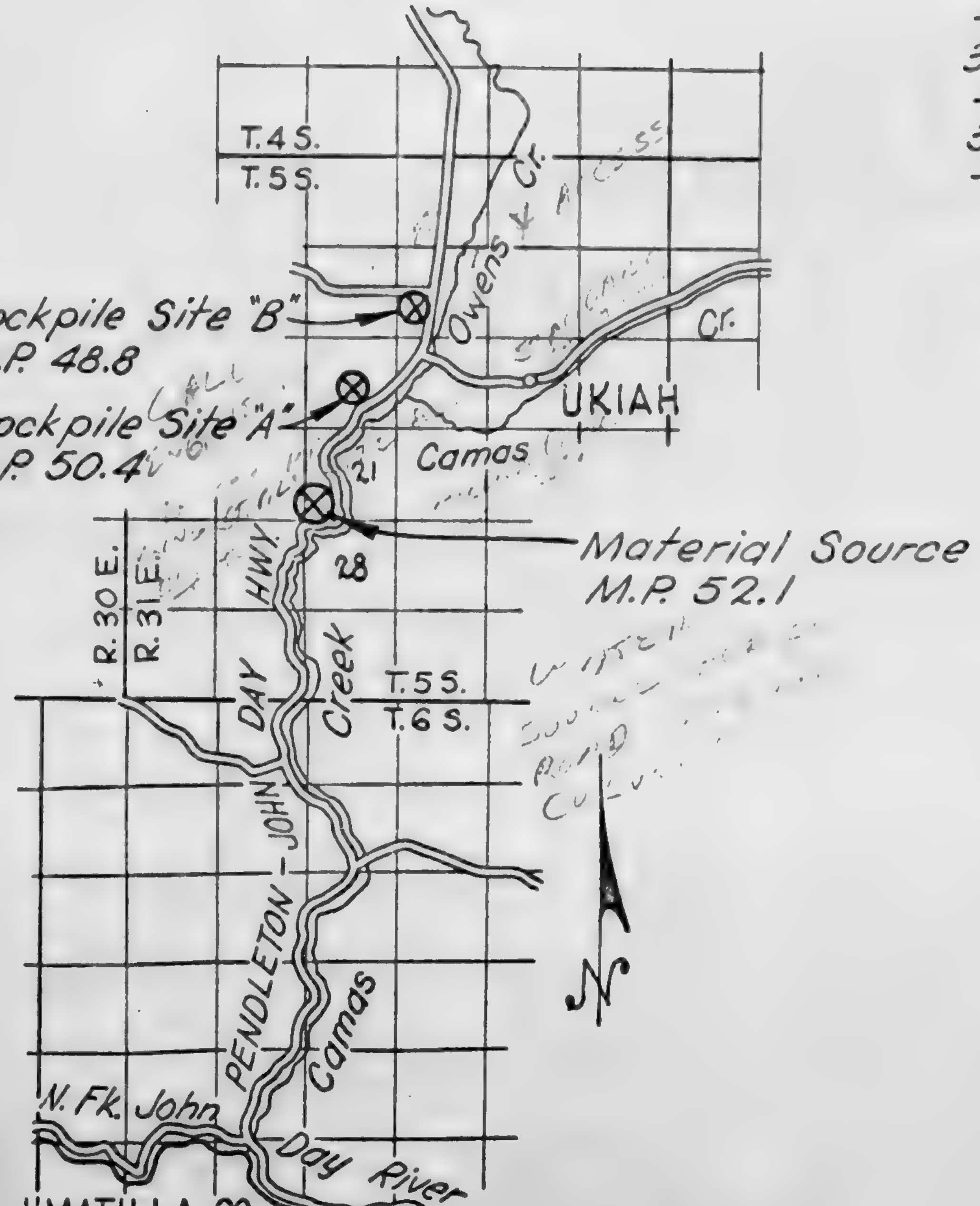

Extg. Ground
30' Max.
30' Max.
30' Max.
Slope 1/4:1
120'
Slope For Draina
15' Min. Bench

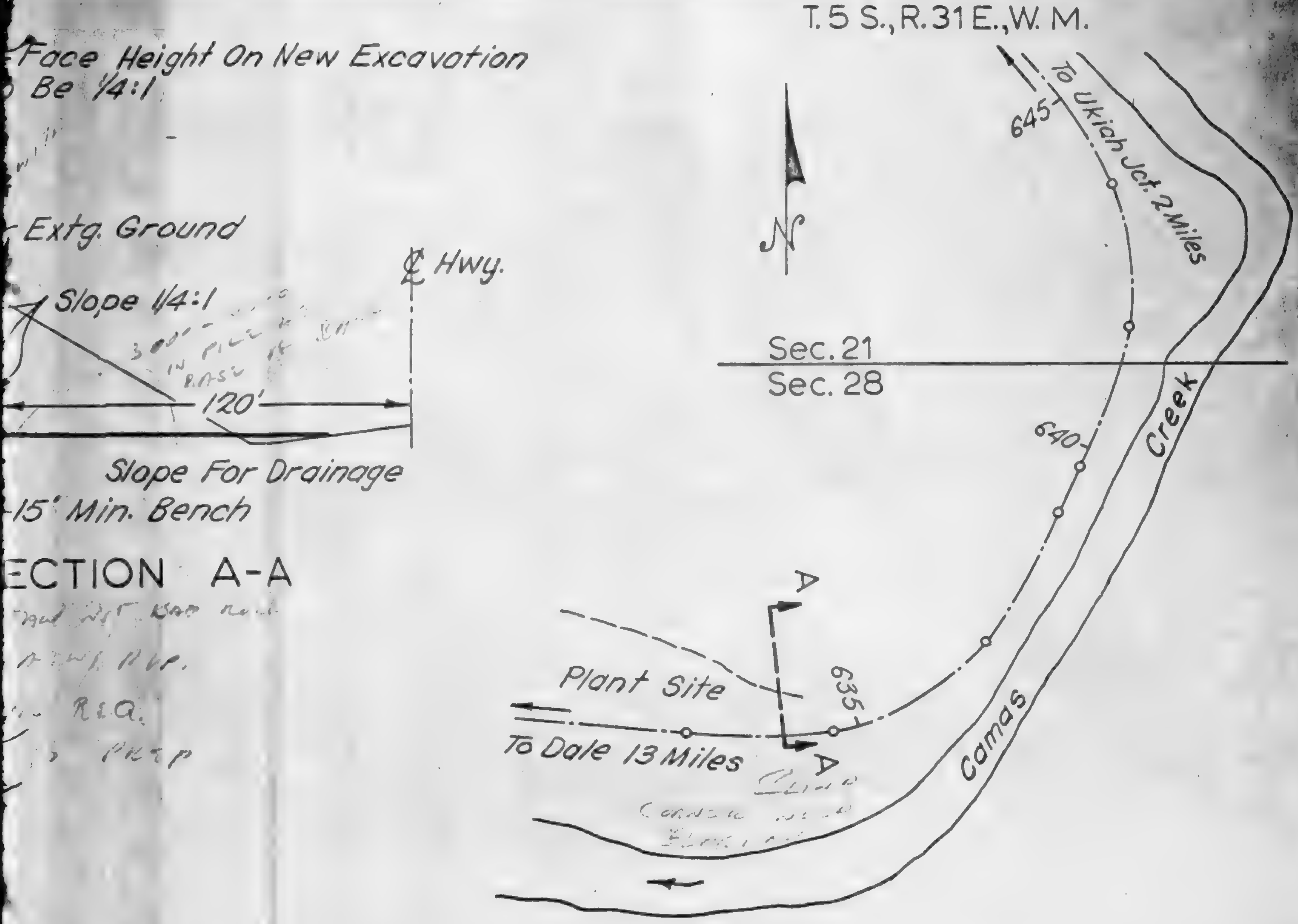
SECTION A-A

[illegible] not [illegible] rock

[illegible] RIQ.

[illegible] PREP


T.4 S.
T.5 S.
Owens Cr.
Cr.
Stockpile Site "B" M.P. 48.8
Stockpile Site "A" M.P. 50.4
UKIAH
Camas
21
28
Material Source M.P. 52.1
R.30 E.
R.31 E.
PENDLETON – JOHN DAY HWY.
Creek
T.5 S.
T.6 S.
Camas
N
N. Fk. John Day River
UMATILLA CO.
GRANT CO.
Scale 0 1 2 3 Miles


Face Height On New Excavation
Be 1/4:1
Extg. Ground
Slope 1/4:1
℄ Hwy.
120'
Slope For Drainage
15' Min. Bench
ECTION A-A
R.E.Q.
PREP
T. 5 S., R. 31 E., W. M.
N
To Ukiah Jct. 2 Miles
645
Sec. 21
Sec. 28
640
Creek
Camas
A
A
Plant Site
635
To Dale 13 Miles

OREGON STATE HIGHWAY DIVISION

Sketch Map

UKIAH
ROCK PRODUCTION PROJECT

PENDLETON - JOHN DAY HIGHWAY

UMATILLA COUNTY

March, 1976

HOR

8372 Meacham Rock Prod. Project 1976
on Meacham Frontage Road

8372

DEPARTMENT OF JUSTICE

Memorandum

TO: John Leahy
Chief Counsel, Trial Section

DATE: May 6, 1977

FROM: Jack L. Sollis
Assistant Attorney General

NOTED
E. S. HUNTER

SUBJECT: Contracts Number 8369, 8371 and 8372

I enclose three files relating to contracts on which Horton Brothers were the low bidders and were unable to get a performance bond and therefore backed out and did not accept the jobs. I believe by a review of the correspondences you will see how the Highway Division has justified their claim for the amount of the bid bonds ($21,674.70).

The Highway Division now wishes to institute legal proceedings against Horton Brothers to collect these bid bonds. I don't know if you can do it in one lawsuit or three, but whichever is appropriate please assign somebody to draft the complaints and institute legal proceedings.

I have included along with the files relating to these three contracts the bid proposals of Horton Brothers which includes a copy of their bid bond that accompanied their proposals.

If you have any questions or if whoever you assign these to have any questions, I would be most happy to try to answer them. Please make sure that the three files I am forwarding to you do not get lost as these are the main office files on these three contracts and are the original files containing all the information that the Highway Division has on these three contracts. If they feel that it would be better, perhaps you should xerox what they need from these three files and return them to me.

JLS:sjb
enclosure

cc: E. S. Hunter
Walt Barrie

cy Keasey
Geo Head
5-6-77

RECEIVED
TATE HWY ENGR
MAY 6 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sgn	Act	File

8372

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
XXXXXXXXXXXXXXXXX
Salem, Oregon 97310
Telephone: (503) 378-6313

211 Transportation Building

March 1, 1977

NOTED
E. S. HUNTER

St. Paul Fire and Marine Insurance Company
700 N. E. Multnomah
Portland, OR 97232

RE: Horton Brothers, Rock Production Contracts: #8369 (Grass Valley), #8371 (Ukiah), and #8372 (Meacham)

Dear Sirs:

On January 19, 1977 you were sent a copy of a letter addressed to Mr. James P. Harrang, attorney for Horton Brothers, relating to breach of contract by them on the three contracts listed above.

I now enclose for your information a copy of the letter from Mr. Harrang declining to make payment to the Highway Division for the amount of the bid bonds on the three projects totalling $21,674.70.

Demand is hereby made upon you for payment under the three bid bonds in the amount specified above. If payment is not made within 10 days from the date of this letter, the Highway Division will have no choice but to institute legal proceedings to collect the same.

Sincerely yours,

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure

cc: ✓E. S. Hunter

RECEIVED
STATE HWY ENGR
MAR 2 '77
REFER TO

FOR

[illegible]	[illegible]	[illegible]	D/R	Sign	Act	File

JOHNSON, HARRANG & MERCER
ATTORNEYS AND COUNSELORS AT LAW
101 EAST BROADWAY, SUITE 400
EUGENE, OREGON 97401
TELEPHONE (503) 485-0220

JAMES P. HARRANG
ARTHUR C. JOHNSON
KENDRICK M. MERCER
LESLIE M. SWANSON, JR
JAMES W. KORTH
STANTON F. LONG
CHARLES G. DUNCAN
JOHN C. WATKINSON
JOHN L. FRANKLIN
JOHN B. ARNOLD
DONALD R. LAIRD
JOYCE HOLMES BENJAMIN
BARRY RUBENSTEIN
R. SCOTT PALMER

H. V. JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

February 16, 1977

RECEIVED
STATE HWY EN
FEB 17 '77
REFER TO
FOR

Oregon State Highway Division
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attn: E. F. Hunter

RE: HORTON BROS., Rock Production Contracts: #8369 (Grass Valley), #8371 (Ukiah), and #8372 (Meacham)

Dear Mr. Hunter:

I wish to acknowledge your letter of January 19, 1977, requesting payment within 30 days in forfeiture of the three bid bonds totaling $21,674.70, furnished by Horton Bros. on the above contracts. Your request for payment is respectfully declined for the reasons that follow:

1. By way of brief review, I understand the situation with respect to the bidding on these contracts to be as follows:

	#8369 Grass Valley	#8371 Ukiah	#8372 Meacham		TOTAL
Horton bid:	$53,570.	$58,927.	$104,250.		$216,747.
Highway Division Engineer's Estimates:	69,000.	83,000.	169,000.		321,000.
Job award to Taggart, 2nd low bid:	64,900.	85,595.		)	
(Taggart bid on Meacham, $69,000)				)	
				)	
E.H.Itschner bid (2nd low) on Meacham job.			147,500	)	297,995
Meacham job relet to Jarl Construction, Inc. as #8417.			141,250		

2. Although concededly not determinative of this problem, the figures disclose that the Highway Division obtained performance of these three contracts for $297,995--$23,005. under the Engineer's estimates of $321,000. The figures further disclose that Horton's bid when aggregated on the three jobs, was 27.26% under the second low bidders on June 2, and 32.47% under the Engineer's estimates.

The overage standard disparity in bids in the construction industry, historically, has been 3-1/2% to 5% between the low and second bidders. The bonding companies will write performance bonds if the bid spread is in the range of 5% to 10%, but will ask questions and make a substantial inquiry in the 10% range and, perhaps, decline to write the bond. Any spread above 15% is considered by the bonding industry to be clearly unreasonable and unbondable except in rare instances.

3. Horton's bid was submitted May 27, and the bid opened June 2. Promptly thereafter, Horton discovered that no allowance had been made in its bid for the compaction factor in stock piling, known to run about 30% of volume. Promptly upon this discovery, Horton Bros. notified your office and conferred with your personnel at Salem with the request that either the bid be corrected to add the compaction factor, or that they be allowed to withdraw the bid. Both requests were denied, notwithstanding that correction of the error would have increased Horton's bid on all three jobs from $216,747. to $281,771.10, still $16,223.90 below the second low bids totaling $297,995.

4. Horton's request for relief, although made after the bid opening, appears to fall within§102.18 of the Standard Specifications for Highway Construction contracts providing that after a proposal has been opened and read, and with the consent of the bidder, the Division may correct a patent error. It is submitted that a bid spread on these three jobs combined between $216,747. for Horton, and $297,995. for the second low bidders, a spread of $81,248. is "too good to be true" and a public agency should not seek to snap it up.

5. Although I know that you are well aware of it, the general rule is well stated in 64 American Jurisprudence 2d, Public Works and Contracts, §84, as follows:

> "Where a bid for a public contract patently discloses that in all probability it is based on a mistake, whether by reason of a great disparity in comparison with other bids, or otherwise, the offeree is charged with knowledge of the mistake, and, if mistake is shown, cannot take advantage of any act done with such knowledge toward binding the bidder to a contract."

6. From Rushlight Co. v. City of Portland, 189 Or 194 (1950), and State Highway Commission v. State Construction Co., 203 Or 414 (1955), it appears that a bidder, to be entitled to relief from a mistaken bid, must prove:

6.1 A material mistake.

6.2 That the State knew or should have knownof the mistake.

6.3 That the mistake was honest, unintentional, and not due to gross negligence or willful neglect.

6.4 That the bidder acted promptly in informing the public authorities of the mistake and in requesting withdrawal of the bid or an opportunity to correct the error.

6.5 That the State did not suffer any damage as a result of the mistake.

We believe that all of these elements are present in this circumstance. In State Construction Co., the engineer's estimate was $240,030. The low bid was $172,699., and the second low bid $232,980., a spread of approximately $60,000. as contrasted with over $81,000. with Horton. In State Construction, the trial court found that the mistake was apparent on the face of the bid, when compared with the other bids submitted and the engineer's estimate. We think the rationale of that case is convincing in the instant situation.

7. I note also that under ORS 279.035, the Division may reject all bids if it is in the public interest to do so, and under Standard Specification §102.18, may reject any or all bids. It has, I believe, been demonstrated to the Division that because of the bid spread in this situation it was absolutely impossible for Horton to obtain a performance bond from any surety company. Strenuous efforts were made to obtain such bonds both from St. Paul and United Pacific. When performance bonds are unavailable in such circumstances, it seems to me it is not in the public interest for the Division to seek forfeiture of the bid bonds because to do so will influence contractors to raise their bids seeking to avoid a situation in which the bids are so low that the performance bonds are unobtainable as a practical matter. It seems to me that the Division has an interest in encouraging low bids without penalizing a bidder who is so low that he cannot obtain a performance bond.

If you wish any further information or background upon this matter, please let me know and I will endeavor to obtain it forthwith. It is requested that the Division review its position and withdraw its demand for forfeiture under these circumstances.

Sincerely yours,

James P. Harrang

JPH:pt

cc: Horton Bros., Inc.
211 King Street
Brookings, OR 97415
Attn: Donald Horton

STATE OF OREGON **INTEROFFICE MEMO**

TO: Jack Sollis
Assistant Attorney General

DATE: October 31, 1983

FROM: Leslie B. Hampton
Assistant Chief Trial Counsel

SUBJECT: Ukiah project (L-7540)
Meacham project (L-7541)
Grass Valley project (L-7542)

As you will probably recall, the above three legal files were set up in connection with the three above referenced crushing and stockpiling contracts. Horton Brothers, the successful bidder in each of the three contracts could not obtain performance bonds and thus were unable to execute the contracts with the state. Horton's three bids averaged 42.8% below the second bidder's and 54.5% below the engineer's estimates. Horton did not ask to withdraw the bids prior to bid opening. However, he claimed that no allowance had been made in the bid for the compaction factor in stockpiling. (They alleged to run about 30% of volume.) They then asked that their bids be corrected for the compaction factor or that they be allowed to withdraw the bids, both requests were denied and these files were set up for potential litigation.

The facts in this case are borderline. As you know, a public unit cannot "snap up" a bid that appears to be too good to be true. Neither can the government take advantage of a bid which is in all probability based on a mistake. 64 Am Jur 2d Public Works and Contracts § 84, Rushlite Co. v. City of Portland, 189 Or 194 (1950); State Highway Comm. v. State Construction Co., 203 Or 414 (1955). As you will remember, the last cited case was Charlie Peterson's bid forfeiture case involving the Marion Street Bridge. The contractor had deleted some sheet piling in its bid. The Supreme Court ruled that the state in a bid mistake situation could not forfeit the bid bond.

The files were assigned to Don Howe for two or three years. In the press of other business, the complaints were not filed. Our 50-50 plus or minor chances undoubtedly was a factor in the failure to file the complaints.

You and I have discussed the possibility of cancelling these files on two or three occasions during the last two or three years. Now the contract statute of limitations has run and we no longer have a cause of action. My own opinion is that the three cases were losers from the start. The courts have let contractors off the hook in most instances where the contractors have a mistake argument. Please cancel and close the legal files.

LBH:mj
cc: Contract 8369 File; Contract 8371 File; Contract 8372 File

5272

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 15, 1976

TO MEMO TO THE FILE

ESH

FROM E. S. Hunter
Deputy State Highway Engineer

SUBJECT Meacham and Ukiah Rock
Production Contracts

At 11:30 this morning, Jim Archibald (representing Horton Brothers Construction, Inc.) called to advise that they would be unable to supply a cashier's check in lieu of performance bond for the Meacham Rock Production project.

Jack Sollis will obtain a written confirmation from their attorney indicating that they will be unable to do both the Ukiah and Meacham projects.

R. L. Taggart has agreed to take award of the Ukiah project as bid. Transportation Commission approval of this action will be obtained Monday morning, and the award made Monday afternoon, July 19.

The Meacham project will be re-advertised on a short notice for the August 5 letting.

ESH:ja

cc Cecil Head
H. S. Coulter
Jack Sollis
L. W. Rulien

NOTED
[illegible] W. HEAD

8372

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE July 8, 1976

TO Cecil W. Head
Commission Services

FROM ES Hunter
E. S. Hunter
Deputy State Highway Engineer

SUBJECT
Grass Valley, Ukiah and Meacham
Rock Production Projects
May 27, 1976 Bid Letting

On May 27, 1976 bids were taken on three rock production projects -- Grass Valley, Ukiah, and Meacham. Horton Brothers, Inc., Brookings, Oregon were the low bidder on all three projects and received award of the contract and documents for execution.

On June 22, Horton Brothers met with me in my office to advise that they had discovered an error in their bid and either wished to correct that error or be relieved of all three contracts. After consultation with Chief Counsel, they were advised by letter that the contract documents must be executed no later than July 8, 1976 or their bid bonds would be forfeited. A copy of that letter is attached.

On this date, Horton Brothers' attorney advised Walt Barrie that they were going to proceed with the Ukiah and Meacham projects as bid. R. J. Taggart Construction Company, Salem, Oregon (second low bidder on the Grass Valley project) has agreed to accept that contract as bid at $64,900, which is substantially under the engineer's estimate of $69,250.

Horton Brothers, Inc.'s bid bond on the Grass Valley project will be retained until Taggart completes the project and damages can be ascertained.

This afternoon I discussed the situation with Chairman Jackson and he approved award of the Grass Valley project to the second low bidder, R. J. Taggart Construction Company.

ESH:ja

cc Glenn L. Jackson
Robert Burco
H. S. Coulter
R. L. Schroeder
V. E. Skoog
Walt Barrie
L. W. Rulien

8-27-[illegible]

13

JOHNSON, HARRANG & MERCER
ATTORNEYS AND COUNSELORS AT LAW
101 EAST BROADWAY, SUITE 400
EUGENE, OREGON 97401
TELEPHONE (503) 485-0220

JAMES P. HARRANG
ARTHUR C. JOHNSON
KENDRICK M. MERCER
LESLIE M. SWANSON, JR
JAMES W. KORTH
STANTON F. LONG
CHARLES G. DUNCAN
JOHN C. WATKINSON
JOHN L. FRANKLIN
JOHN B. ARNOLD
DANIEL H. O'CONNELL
DONALD R. LAIRD

H. V JOHNSON (1895-1975)
HAROLD V. JOHNSON (1920-1975)

ORVAL ETTER
OF COUNSEL

July 8, 1976

NOTED
E. S. HUNTER

Department of Transportation
121 State Highway Building
Salem, Oregon 97310

Re: Horton Bros., Inc. - Ukiah, Grass Valley and Meacham Rock Production Projects

Attention: E. S. Hunter

Gentlemen:

On behalf of Horton Bros., Inc., I wish to confirm the following matters developed in conversations Thursday, July 8, 1976, with your Chief Counsel Walter Berrie:

1. Horton Bros. will not perform the Grass Valley job and concurs that this job be awarded to the second bidder, Taggart.

2. With respect to the bid bond on Grass Valley in the sum of $5300, it is respectfully requested that forfeiture of this bond be placed in suspense pending performance of the work and ascertainment, following such performance, whether the Department has sustained any damage. If damage is sustained that is less than $5300, it is requested that the forfeiture not exceed the actual damage.

3. The Department has granted an extension to and including July 15, 1976, for Horton Bros. to obtain performance bonds upon the Meacham and Ukiah jobs. Horton Bros. will proceed immediately with every possible means to obtain the required bond and will furnish the bond as soon as obtained and, in any event, advise your office of the results of the efforts to obtain the bonds on or before the close of business on Thursday, July 15. As I explained to Mr. Berrie by telephone, St. Paul has refused the bonds which are now being sought through Ward Insurance Agency, Eugene, Oregon, who will submit the application to United Pacific.

Thank you for your courtesies and assistance with this problem.

Sincerely yours,

James Harrang

James P. Harrang

JPH:pt
cc: Walter Berrie
211 State Highway Bldg.
Salem, Oregon 97310

RECEIVED
JUL 9 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8372

15

HORTON BROS. INC.

MEACHAM SECTION

June 4, 1976
$104,250.00
August 31, 1976

Contract No. 8372
Prefix: 30-8341

Item	Quantity	Unit Price	Amount
3/8"-10 Material in stockpile	25,000 Cu. Yds.	$ 4.17	$ 104,250.00
	TOTAL AMOUNT OF CONTRACT		$ 104,250.00

HORTON BROS. INC.

UKIAH SECTION

June 4, 1976
$58,927.00
August 15, 1976

Contract No. 8371
Prefix: 30-8340

Item	Quantity	Unit Price	Amount
3/8"-10 Material in stockpile	10,000 Cu. Yds.	$ 4.87	$ 48,700.00
3/4"-1/2" Material in stockpile	1,000 Cu. Yds.	4.87	4,870.00
1/2"-1/4" Material in stockpile	800 Cu. Yds.	4.87	3,896.00
1/4"-10 Material in stockpile	300 Cu. Yds.	4.87	1,461.00
	TOTAL AMOUNT OF CONTRACT		$ 58,927.00

HORTON BROS. INC.

GRASS VALLEY SECTION

June 4, 1976
$53,570.00
August 15, 1976

Contract No. 8369
Prefix: 28-8312

Item	Quantity	Unit Price	Amount
3/8"-10 Material in stockpile	6,000 Cu. Yds.	$ 4.87	$ 29,220.00
1/2" - 1/4" Material in stockpile	2,000 Cu. Yds.	4.87	9,740.00
1/4" - 10 Material in stockpile	3,000 Cu. Yds.	4.87	14,610.00
	TOTAL AMOUNT OF CONTRACT		$ 53,570.00

8372)

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 23, 1976

FILE: CON 5
#8369
#8372
#8371

FROM: C. T. Keasey Keasey
Construction Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Horton Bros. Inc. Bids on
Grass Valley Rock Production
Meacham Rock Production
Ukiah Rock Production

NOTED
E. S. HUNTER

A review of the information submitted by Horton Bros. on their bids on the three subject rock production projects indicates a gross error was made in that the stockpile measure was not expanded by 30 percent to convert to truck measure for production and bid calculation purposes.

The calculations have been reviewed by Ed Johnsen and he finds that, except for the above omission, they are reasonable.

Because of this major error, I recommend that Horton Bros. be released from obligation and that the projects be awarded to the 2nd low bidders.

I recommend also that Horton Bros. bid bonds be returned to them.

CTK:fr

Att.

RECEIVED
STATE HWY ENGR
JUN 24 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

COVER SHEET

HORTON ROCK PROD JOBS 6-23-76
SUMMARY.

PROJECT	E E	HORTON'S BID	HORTON'S BID. ADJUST	SECOND BIDDER
#8369 GRASS VALLEY	69,250	53,570	60,000	64,900
#8371 UKIAH	82,885	58,927	73,300	85,595
#8372 MECHAM	168,750	104,250	133,300	147,500

I CONCLUDE THAT HORTON NEGLECTED TO EXTEND HIS ESTIMATED COSTS TO PROPERLY INCLUDE THE COMPACTION FOR STOCKPILE MEASURE.

NO ATTEMPT WAS MADE TO VERIFY THE INTEGRITY OF EACH ITEM USED IN HORTON'S BIDDING ESTIMATE OTHER THAN BEING REASONABLE BY OUR EXPERIENCE NEGLECTING THE COMPACTION.

Ed Johnson
Ch. Cost Engr.

SH 1 of 3

HORTON ROCK PROD. JOBS,

Carroll Cont #s 8369, 8371, 8372 6-23-76

From the notes on the estimating sheets and drawings, it is likely that Horton intended to account for the compaction in stockpile measure.

Assuming 1 c.y. paid in stockpile is equal to 1.3 c.y. truck measure per Horton's ~~faulty estimate~~ INTENTION, the following analysis is possible using Horton's figures.

GRASS VALLEY # 8369

11,000 × 1.3 = 14,300 cy. Loose aggregate.

ESTIMATE OF COSTS.

PIT DEVELOPMENT, 14,300 @ $0.40 =	$5,720
Water	-0-
Labor, 6 men × 15 days × $150/day =	13,500
MOVING	5,000
EQ RENT + DEP. 1.3 × 10,000	13,000
HAUL + STOCKPILE 14,300 cy @ $0.50/cy	7,150
CONTINGENCY 1.3 × 5,000	6,500
POS. OPERATING COST	45,000
BONDING	2,000
POS. TOTAL COST	47,000
28% = 13,160, SAY	13,000
	$60,000

EE $69,250
@ ≈ $6.30

$\frac{60,000}{11,000} = \$5.45/cy$ ← TOTAL $64,900 (SECOND BIDDER TAGGART @ $5.90)

SH 2 of 3

HORTON ROCK PRODUCTION JOBS.

UKIAH # 8371

12,100 cy × 1.3 = 15,730 cy LOOSE C.Y.

ESTIMATE OF COSTS

PIT DEVELOPMENT 15,730 cy @ $0.45 =	$7,078.50
WATER $1,000 × 1.3	1,300.—
Labor, 6 men × 16 days × $150/day =	14,400.—
MOVING	5,000.—
EQ. RENT AND DEPRECIATION, $10,000 × 1.3 =	13,000.—
Haul & STOCKPILE 15,730 cy × $0.75 =	11,797.50
CONTINGENCY $5,000 × 1.3	6,500.—
POSS. OPERATING COST	59,076
BONDING	2000
POS. TOTAL COST	61,076
20% = $12,215.20, say	12,224
	$ 73,300

$$\frac{\$73,300}{12,100\text{ c.y.}} = \$6.06/\text{c.y.}$$

(TAGGART SECOND
BIDDER @ ≈ 7.10/cy
TOTAL = $85,595)

EE $82,885
@ $6^{\underline{85}}$

SH 2 of __

HORTON ROCK PROD JOBS

MEACHAM # 8372

12,000 x 1.3 = 15,600, 13,000 x 1.3 = 16,900,

OR. 32,500 c.y. LOOSE AGG.

ESTIMATE OF COSTS

PIT DEVELOPMENT 32,500 cy @ $0.25/cy =	$8,125
WATER, $2,000 x 1.3	2,600
Labor, 6 men x 33 days x $150/day	29,700
MOVING,	5,000
EQ. RENT & DEPRECIATION 17,500 x 1.3	22,750
HAUL & STOCKPILE 15,600 @ $1.50	23,400
" " 16,900 @ $0.40	6,760
CONTINGENCY 7,500 x 1.3	9,750
POS. OPERATING COST	108,085
BONDING	3,000
POS. TOTAL COST	111,085
20% = $22,217 SAY	22,215
	$133,300

$\frac{\$133,300}{25,000\,cy} = \underline{\underline{\$5.33/cy.}}$ ←

(ITSCHNER SECOND @ $5.90/cy, or $147,500 TOTAL)

EE $168,750 @ 6.75

837[illegible]

5

Horton Bros., Inc.

P. O. BOX H • BROOKINGS, OREGON 97415 • (503) 469-2460

18 June, 1976.

NOTED
E. S. HUNTER

Department of Transportation,
State Highway Building,
Salem, Oregon 97310.

Attention: C. W. Head, Commission Services.

Sir:

Referring to Contract No. 8369, 8371 and 8372, rock productions, and our telephone conversation this date wherein we discovered an error in bid, we are confirming the arranged meeting in Salem, Oregon at 1:00 P. M. Tuesday, 22 June, 1976. At that time we will bring all records and worksheets, and will appreciate an opportunity to discuss this with you.

Very truly yours,

HORTON BROS, INC.

Donald W. Horton.

PROJECT MANAGEMENT

JUN 21 '76

REFER TO

FOR

Info	Investigate	R/D	Action	File	Letter	See me

RECEIVED
JUN 21 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

ACCO CONTRACTORS, INC.

ROCK PRODUCTION

GRASS VALLEY [illegible] STATE OF CA.

	(1)	(2)	(3)	(4)
11,000 C.Y. STOCK PILE MEASURE [illegible] CRUSH 14,300 C.Y.			NEW CORRECTED COSTS	
ESTIMATED COSTS:				
PIT DEVELOPEMENT	14300 CY	.40/CY	5720.00	4400.00
WATER			-0-	-0-
LABOR	6 MEN, 14 DAYS @ $150/DAY		12600.00	9900.00
MOVING			5000.00	5000.00
EQUIPMENT RENTAL & DEPRECIATION			13000.00	10000.00
HAULING & STOCKPILE	14300 CY	.50/CY	7150.00	5500.00
CONTINGENCY			5000.00	5000.00
OPERATING COSTS			48470.00	39800.00
BONDING			2000.00	2000.00
TOTAL COSTS			50470.00	41800.00
28%			14131.60	11770.00
			64601.60	53570.00
			5.87/CY	4.87/CY

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

Acco Contractors, Inc.

Rock Production

[illegible]

	(1)	(2)	(3)	(4)
12,160 CY STOCKPILE [illegible] WITH 30% [illegible] [illegible] [illegible] 15,730 C.Y.			NEW CORRECTED COSTS	
ESTIMATED COSTS:				
PIT DEVELOPMENT	15730 C.Y.	.45/CY	7078.50	5445.00
WATER			1300.00	1000.00
LABOR	6 MEN, 16 DAYS, $150/DAY		14400.00	11700.00
MOVING			5000.00	5000.00
EQUIPMENT RENTAL & DEPRECIATION			13000.00	10000.00
HAULING & STOCKPILING	15730 C.	.75/CY	11797.50	9075.00
CONTINGENCY			5000.00	5000.00
OPERATING COST			57576.00	47220.00
RUNNING			2000.00	2000.00
TOTAL COST			59576.00	49220.00
20%			11915.20	9707.00
TOTAL BID			71491.20	58927.00
			5.91/CY	4.87/CY

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

[illegible] Contractors, Inc.

Rock Production

[illegible] Section [illegible]

25,000 CY Stockpile [illegible] with 30% stockpile compaction [illegible] 32,500 CY	(1)	(2)	(3) New Corrected Costs	(4)
Estimated Costs:				
Pit Development	32500 CY	.25/CY	8125.00	6250.00
Water			2600.00	2000.00
Labor	6 men, 32 days @ $150/day		28800.00	22500.00
Moving			5000.00	5000.00
Equipment Rental & Depreciation			22750.00	17500.00
Haul & stockpile 15,600 CY @ 1.50/CY (11.3 avg mi.)			23400.00	18000.00
Haul & stockpile 16900 CY @ .40/CY			6760.00	5200.00
Contingency			7500.00	7500.00
Operating cost			104935.00	83950.00
Bonding			3000.00	3000.00
Total Cost			107935.00	86950.00
20%			21587.00	17300.00
Total Bid			129522.00	104250.00
			5.18/CY.	4.17/CY.

LITHO IN U.S.A.

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

ACCO CONTRACTORS, INC.

[illegible] SECTION

	(1)	(2)	(3)	(4)
25,000 CY COMPACTED STOCKPILE	[illegible]			

BID: DUE 9:00 AM 5/27/76

JOB COMPLETED BY 8/31/76

ROCK HAUL 12,000 CY AVERAGE 10.5 MI
13,000 CY AT CRUSHER SITE

ROCK TO BE STOCKPILED IN STORAGE [illegible] IF POSSIBLE.

QUANITY:
3/8" - 0 10 25000 CY

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

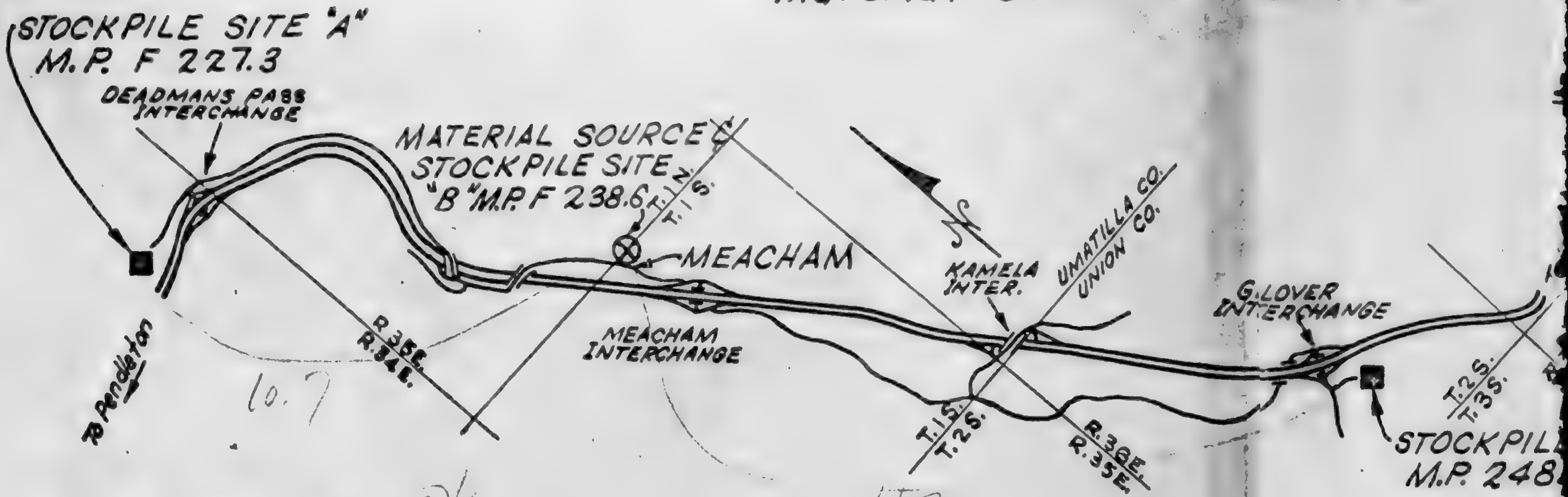
Acco Contractors, Inc.

Rock Production 9:00 A.M.

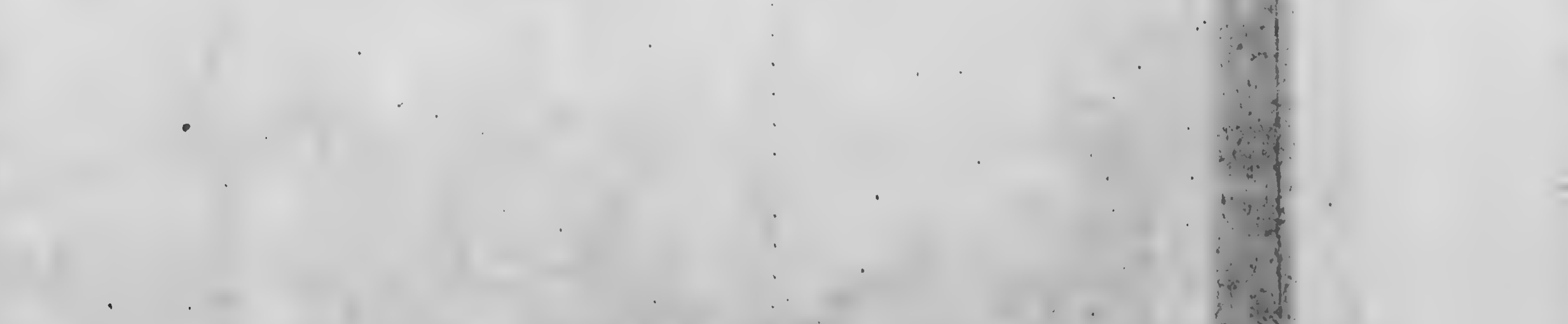
Meacham Section STATE OF OREGON May 27, 1976

	(1)	(2)	(3)	(4)
25,000 CY To Be Crushed & Stockpiled By 5/31/7.				
Estimated Costs				
Pit Development	25,000 CY @ .25/CY		6250.00	8,125
Water			200000	2,600
Labor	6 men, 25 days @ 150/day		2250000	29,250
Moving			500000	5,000
Equipment Rental & Depreciation			1750000	22,750
Haul & Stockpile 12,000 CY @ 1.50/CY (11.3 avg. mi)			18000.00	23,400
Haul & Stockpile 13,000 CY @ .40/CY			5200.00	6,760 97,885
Contingency			8.9% 750000	8,712
Operating Cost			83950.00	106,597
Bonding			300000	3,000
Total Cost			8695000	109,597
20%			1730000	
Total Bid			104250.00	131,516 4.17/CY
Engr. Estimate $168,750				
		Itschner		147,500
		Wael		168,500

Material Source No. 30-15-5

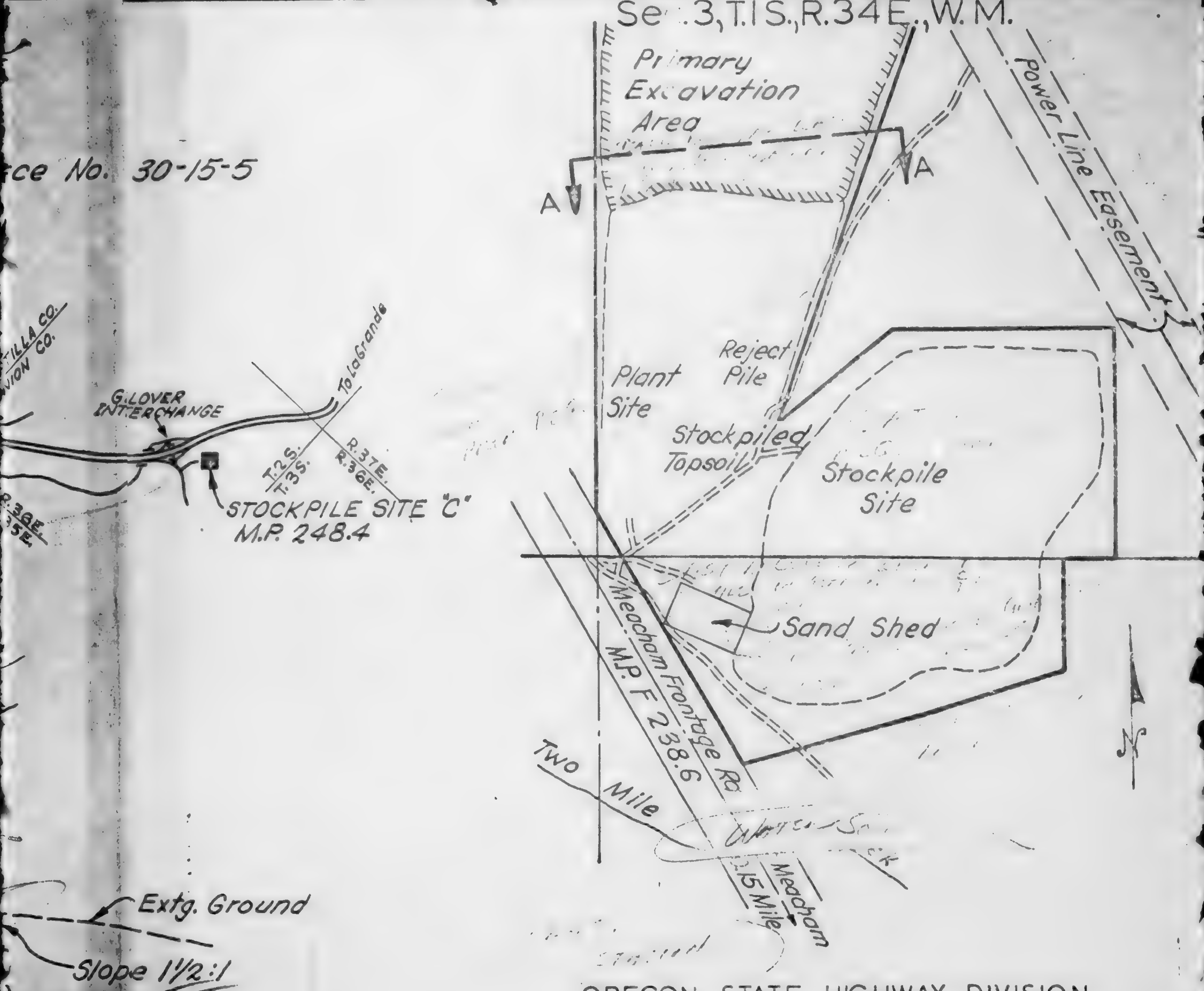

STOCKPILE SITE "A"
M.P. F 227.3
DEADMANS PASS INTERCHANGE
MATERIAL SOURCE & STOCKPILE SITE "B" M.P. F 238.6
T.1 N.
T.1 S.
MEACHAM
MEACHAM INTERCHANGE
To Pendleton
R.35E.
R.34E.
N
KAMELA INTER.
UMATILLA CO.
UNION CO.
T.1 S.
T.2 S.
R.36E.
R.35E.
GLOVER INTERCHANGE
T.2 S.
T.3 S.
STOCKPILE
M.P. 248
10.7
11.9

HAUL OK
[illegible] ADVERSE
EAST [illegible]


Slope 1½:1
Quarry Floor
Extg. Ground
Slope 1½:1

SECTION A-A

1R-4-603


Se .3, T.1S., R.34E., W.M.
Primary Excavation Area
A
A
Power Line Easement
Plant Site
Reject Pile
Stockpiled Topsoil
Stockpile Site
Sand Shed
Meacham Frontage Rd
M.P. F 238.6
Two Mile
Meacham
2.15 Mile
N
ce No. 30-15-5
TILLA CO.
NION CO.
GILOVER INTERCHANGE
To La Grande
T.2S.
T.3S.
R.37E.
R.36E.
R.36E.
35E.
STOCKPILE SITE "C"
M.P. 248.4
Extg. Ground
Slope 1½:1

OREGON STATE HIGHWAY DIVISION

Sketch Map

MEACHAM
ROCK PRODUCTION PROJECT

OLD OREGON TRAIL HIGHWAY

UMATILLA & UNION COUNTIES

May, 1976

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

ACCO CONT[illegible]TORS, INC.

[illegible] PROTECTION [illegible] SECTION

25,000 CY COMPACTED [illegible]

BID: DUE 9:00 AM 5/27/76

JOB COMPLETED BY 8/31/76

ROCK HAUL 12,000 CY [illegible] 10.5 MI
13,000 CY AT [illegible] SITE

ROCK TO BE STOCKPILED IN STORAGE [illegible] IF POSSIBLE

QUANITY:
3/8" - 10 25000 CY

	INITIALS	DATE
PREPARED BY		
APPROVED BY		

ACCO CONTRACTORS, INC.

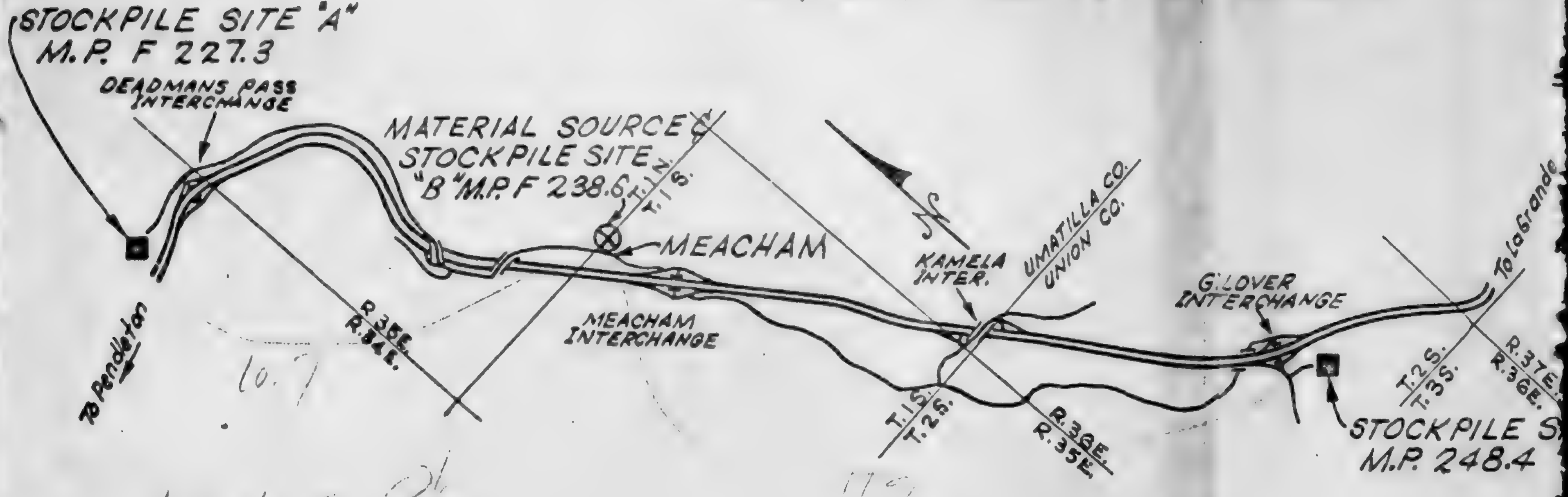
ROCK PRODUCTION 9:00 A.M.

MEACHAM SECTION STATE OF OREGON MAY 27, 1976

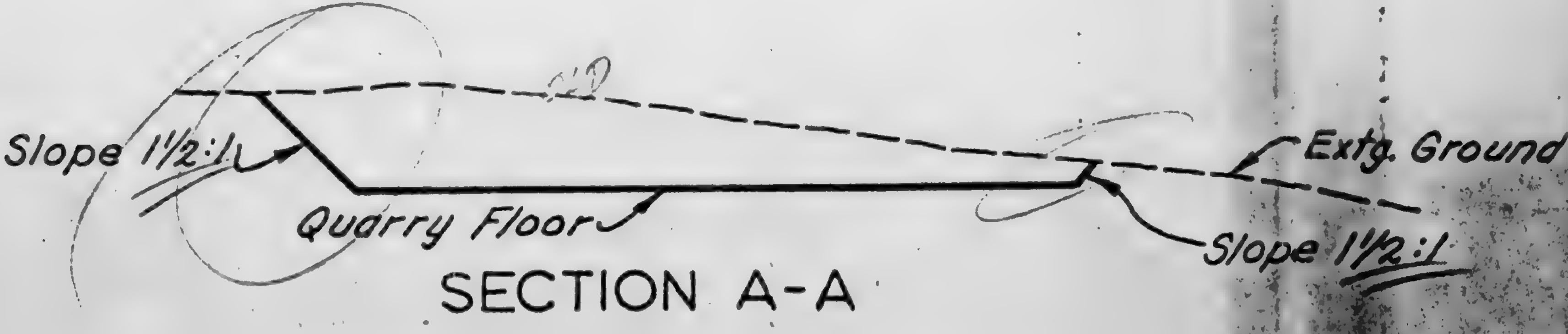
25,000 CY
TO BE CRUSHED & STOCKPILED BY 5/31/76

ESTIMATED COSTS			
PIT DEVELOPMENT	25,000 CY @ .25/CY	625000	
WATER		2000.00	
LABOR	6 MEN, 25 DAYS @ 150/DAY	2250000	
MOVING		500000	
EQUIPMENT RENTAL & DEPRECIATION		1750000	
HAUL & STOCKPILE	12,000 CY @ 1.50/CY (11.3 AVG. MI)	1800000	
HAUL & STOCKPILE	13,000 CY @ .40/CY	520000	
CONTINGENCY		750000	
OPERATING COST		8395000	
BONDING		300000	
TOTAL COST		8695000	
20%		1730000	
TOTAL BID		10425000	4.17/CY

Material Source No. 30-15-5

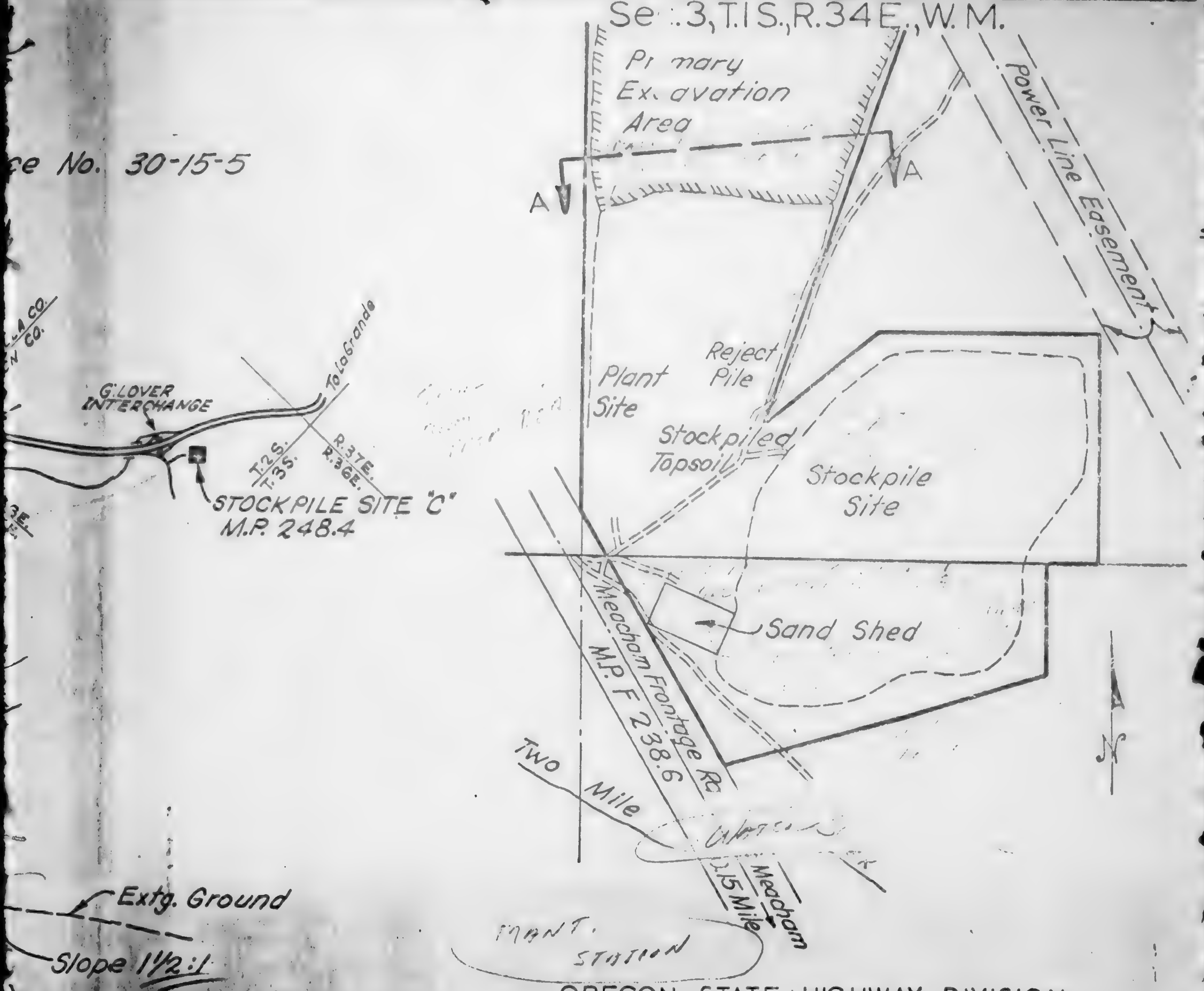

STOCKPILE SITE "A"
M.P. F 227.3
DEADMANS PASS INTERCHANGE
MATERIAL SOURCE & STOCKPILE SITE "B" M.P. F 238.6
T.1 N.
T.1 S.
MEACHAM
MEACHAM INTERCHANGE
To Pendleton
R.35E.
R.34E.
10.7
KAMELA INTER.
UMATILLA CO.
UNION CO.
T.1 S.
T.2 S.
R.36E.
R.35E.
11.9
GLOVER INTERCHANGE
To La Grande
T.2 S.
T.3 S.
R.37E.
R.36E.
STOCKPILE S
M.P. 248.4

[illegible] — OK
No ADVERSE—
EASY [illegible]


OD
Slope 1½:1
Extg. Ground
Quarry Floor
Slope 1½:1

SECTION A-A

1R-4-603



Se .3, T.1S., R.34E., W.M.
Primary Excavation Area
A
A
Power Line Easement
Reject Pile
Plant Site
Stockpiled Topsoil
Stockpile Site
Sand Shed
Meacham Frontage Rd.
M.P. F 238.6
Two Mile
0.15 Mile
Meacham
MAINT. STATION
N
ce No. 30-15-5
GLOVER INTERCHANGE
To La Grande
T.2S. T.3S.
R.37E. R.36E.
STOCKPILE SITE "C" M.P. 248.4
Extg. Ground
Slope 1½:1

OREGON STATE HIGHWAY DIVISION

Sketch Map

MEACHAM
ROCK PRODUCTION PROJECT

OLD OREGON TRAIL HIGHWAY
UMATILLA & UNION COUNTIES
May, 1976

8373 Spring Cr-Lostine Sec. & 1976
Joseph Sec. of Wallowa Lake Hwy.
(Grading & paving)

C & A 5501 11-17-75

8373

March 17, 1977

Mr. H. M. Fillmore
Resident Engineer
Troutdale, OR

C. W. Head
Commission Services

#8373

Reference is made to your recent letter concerning the status of R. D. Mac, Inc. claim for truck rental in the amount of $960.25.

This claim was filed with the Secretary of State on November 10, 1976, and was assigned their file number 5148. We notified the surety, the agent and the prime contractor that this claim was received in this office and was filed with the Secretary of State.

As you probably know, the State does not make payment of claims but looks to the contractor and surety for completion of the job and payment of all bills incurred in it.

Attached are excerpts from the Oregon Revised Statutes relating to public contracts, bonds and actions on bonds. You may want to pass this on to R. D. Mac, Inc.

Enclosure

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Troutdale, Oregon

DATE March 10, 1977

TO
C.W. Head
Commission Services
Transportation Building
Salem, OR 97310

FROM

H.M. Fillmore
Resident Engineer HM Fillmore

SUBJECT

R.D. Mac, Inc. Claim
Spring Cr.-Lostine &
Joseph City Streets Section
Contract #8373

Dear Sir:

Enclosed is memo from R.D. Mac, Inc. asking the status of their claim against Roy L. Houck Comstruction Company. Please advise the status of their claim.

cc: R.D. Mac, Inc.
    Region 5 Construction Engineer

RECEIVED
MAR 11 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

R-D MAC INC.
P. O. BOX 1066 • LA GRANDE, OREGON 97850 • PHONE 963-2321

MESSAGE	REPLY

TO
Mr. [illegible]
P.O. Box [illegible]
[illegible]

DATE [illegible]

Dear Mr. Fillmore:

Re the account outlined in the attached letters, we still have not had any response from [illegible]. What, if anything, can we do about this and to expedite the matter? [illegible] appreciate [illegible] you might suggest.

BY Dorothy Robertson, [illegible]

DATE

RECEIVED
MAR 11 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SIGNED

Form N-N73 © The Drawing Board, Inc., Box 505, Dallas, Texas 75221

RECIPIENT KEEP THIS COPY, RETURN WHITE COPY TO SENDER

8373

January 26, 1977

Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Gentlemen:

On January 17, 1977, we wrote to you concerning release of final payment on Contract No. 8373 awarded to Roy L. Houck Construction Co. for work on the Spring Cr.-Lostine and Joseph (Alder St., First St. and McCully Ave.) Section of the Wallowa Lake Highway in Wallowa County.

The total contract amount is $437,515.95 including $2,035.53 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Roy L. Houck Construction Co.
2705 Lancaster Dr., N.E.
Salem, OR 97303

Updegraff-Gardner Insurance, Inc.
776 Commercial S.E.
Salem, OR 97301

bc: C. T. Keasey
Walt Hart - Bridge
V. E. Skoog (Attn: Dick Hacek)
W. E. Schwartz

OREGON STATE HIGHWAY DEPARTMENT

Date December 27, 1976

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1976

Contract # 8373 Prefix 32-0501 Survey Prefix 332-1482

Street Alder St., 1st and McCulley Ave.

City Joseph

Payments to Contractor (see attached voucher)	$21,897.79
Engineering and Contingencies	141.07
Survey: Total $ 1,003.18 Prorated Share	---
TOTAL	22,038.86
Agreed State Share	$22,038.86
Agreed City Share	---
City Advance Deposit	---

Reference: Outside Billing None

INDE SHEETS	
SHEET NO	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A	Typical Sections
3, 3A	Plan

12-19-76

Drg No's

S-1, S-5, S-12 - Temporary Protection & Direction of Traffic
2050 - Multi-Layer Pavement Construction
2091 B, 2112, 2121 } Culvert Details

STATE OF

STATE HIGHW

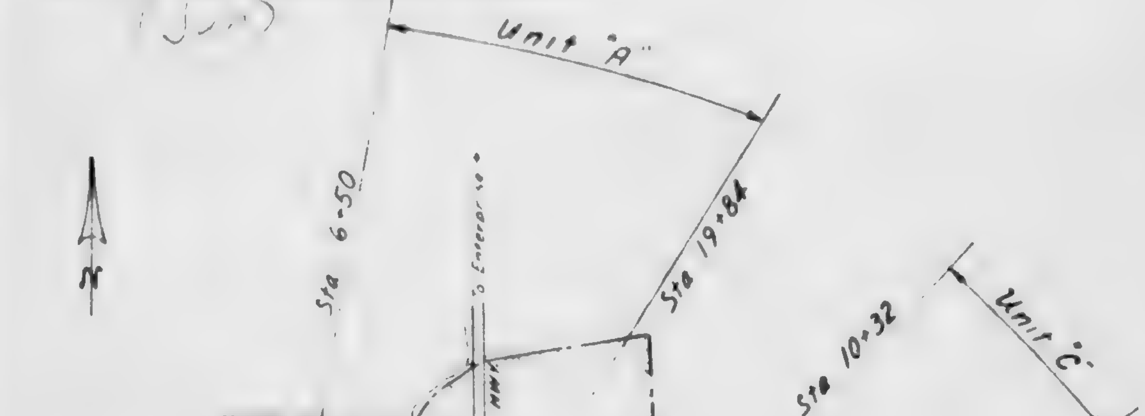
PLANS FOR PROPO

GRADING

SPRING CR. ~ LOSTI
JOSEPH (ALDER & 1ST STS.

WALLOWA LAKE HIGHW
WALLOWA

APPROVED
CITY OF JOSEPH
BY MAYOR George Dawson Jr
BY RECORDER Edna Kiel
DATE Dec. 19, 1976


Unit "A"
Sta 6+50
Sta 19+84
To Enterprise
Unit "C"
Sta 10+32
Sta 21+86
Wallowa Lake Hwy
Maple St
To Imnaha
W.P. R.R.
Wallowa
Joseph
Joseph
Sta 6+57
Unit "B"
Sta 9+73
Sta 16+90
Sta 10+30
Unit "D"
River
Sketch Map
Scale
Feet

To La Grande
Wallowa
Wallowa State Airport
Spring
Bear
T1N
R42E
R43E
Allen Canyon
Sketch Map
Scale

RECEIVED
COUNTY & CITY SECTION
JAN 1 1976
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Overall Length of Project 3.62 Miles

SPRING CR.-LOSTIN
JOSEPH(ALDER & 1ST STS.,
WALLOWA LAKE HIGHWAY
WALLOWA CO

FED ROAD Div No	STATE
10	OREGON

STATE OF OREGON
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

GRADING & PAVING

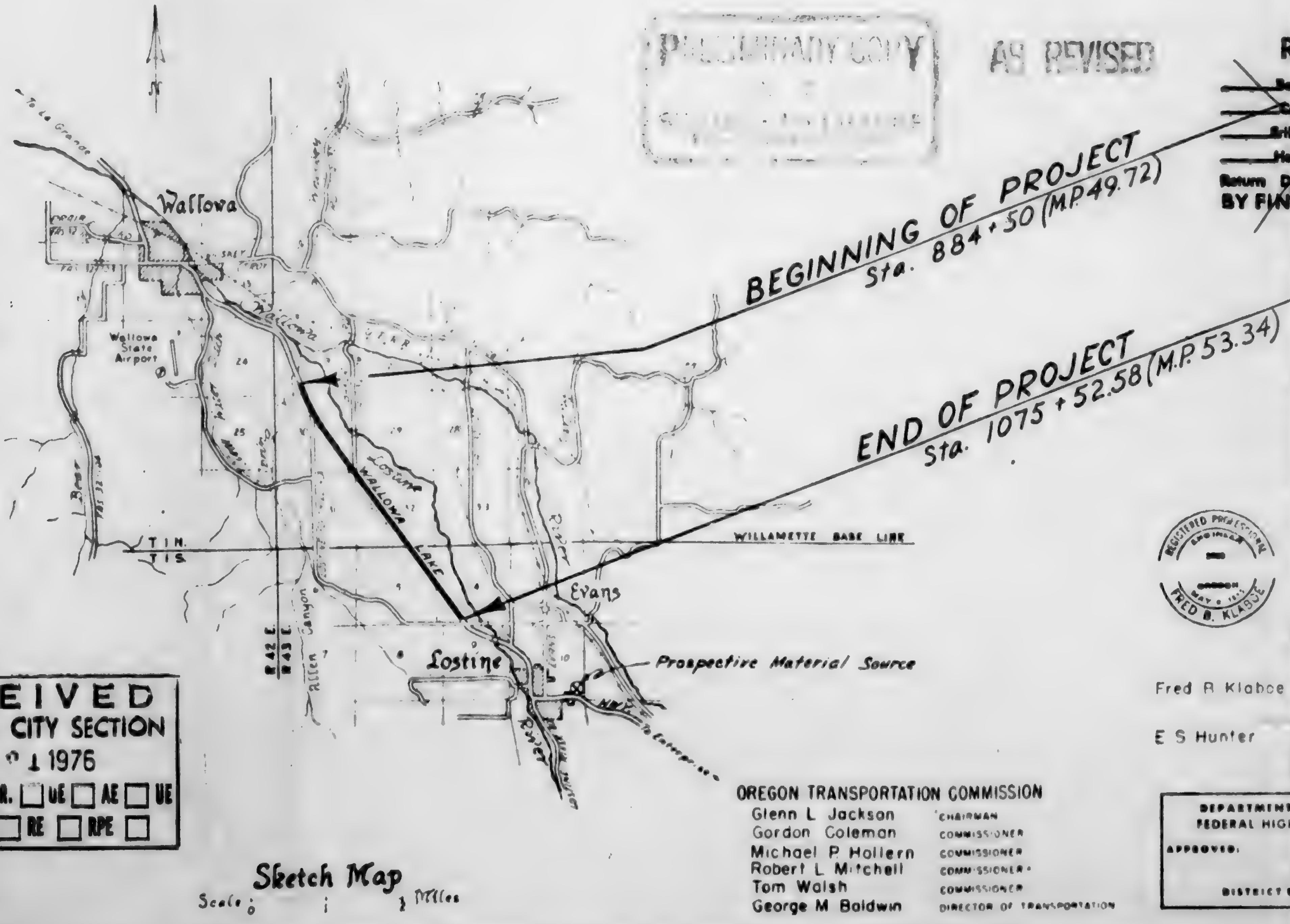
CR. ~ LOSTINE RIVER SEC. &
DER & 1ST STS., McCULLY AVE.) SEC.

WALLOWA LAKE HIGHWAY & CITY STREETS
WALLOWA COUNTY

PRELIMINARY COPY

AS REVISED

RE
Boar
Colo
Brike
Hog
Return D
BY FIN


N
To La Grande
Wallowa
Wallowa State Airport
Wallowa
Bear
Allen Canyon
Lostine
Wallowa Lake
River
T1N
T1S
WILLAMETTE BASE LINE
R42E
R43E
Evans
Lostine
Prospective Material Source
River
BEGINNING OF PROJECT
Sta. 884+50 (M.P. 49.72)
END OF PROJECT
Sta. 1075+52.58 (M.P. 53.34)

Sketch Map
Scale 0 1 2 Miles

CEIVED
& CITY SECTION
JAN 21 1976
☐ CooR. ☐ UE ☐ AE ☐ UE
☐ CE ☐ RE ☐ RPE ☐

FRED B. KLABOE

Fred B Klaboe

E S Hunter

OREGON TRANSPORTATION COMMISSION

Glenn L Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P Hollern	COMMISSIONER
Robert L Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
George M Baldwin	DIRECTOR OF TRANSPORTATION

DEPARTMENT O
FEDERAL HIGHW
APPROVED:
DISTRICT E

12V-228.

Overall Length of Project 3.62 Miles

SPRING CR.-LOSTINE RIVER SEC. & JOSEPH (ALDER & 1st STS., McCULLY AVE.) SEC. WALLOWA LAKE HIGHWAY & CITY STREETS WALLOWA COUNTY				Sheet No. 1
Fed. Road Div. No.	State	Project Number	Fiscal Year	Total Sheets
10	OREGON	STATE		See Index

74 BOND

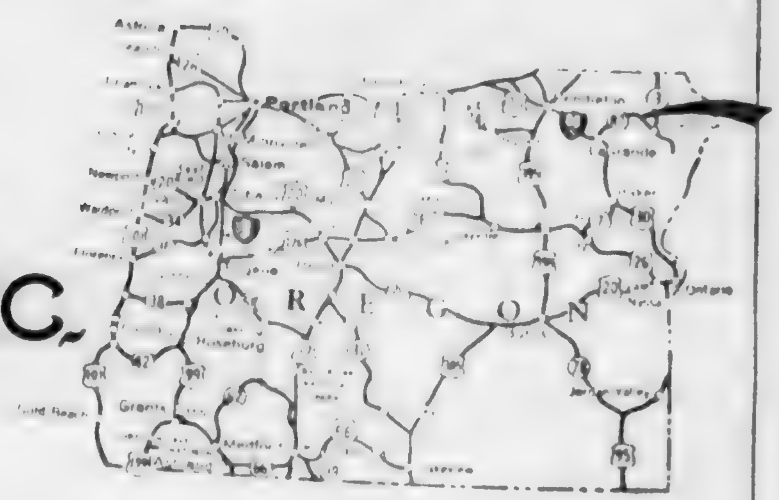
CITY

N

R SEC. &

Y AVE.) SEC.

EETS



LIMINARY COPY

AS REVISED

REFERRED TO

~~Beard~~ ~~Reed~~
~~Cole~~ ~~Sample~~
~~Eriksen~~ ~~Watson~~
~~Hager~~ ~~Wolfe~~
~~Return Discuss Do~~ [✓ ~~File~~] ~~Copy Due~~
~~BY FINAL DESIGN ENGINEER~~

BEGINNING OF PROJECT
Sta. 884+50 (M.P. 49.72)

END OF PROJECT
Sta. 1075+52.58 (M.P. 53.34)

WILLAMETTE BASE LINE

tive Material Source

FRED B. KLABOE

EDGAR S. HUNTER

Fred B Klaboe — ADMINISTRATOR AND HIGHWAY ENGINEER

E S Hunter — DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

8373

Files 1

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

RECEIVED
Nov 10 4 04 PM '7
SECRETARY OF STATE

November 9, 1976

R-D Mac, Inc.
P. O. Box 1086
La Grande, OR 97850

Attention: Harry T. Collman

ILED 0
11-15-76

5148

FILED
NOV 10 1976
CLAY MYERS
SECRETARY OF STATE

Gentlemen:

Mr. Mort Fillmore from our La Grande Highway Office has forwarded to us a copy of your letter of October 25, 1976, that Roy Houck owes you for truck rental in the amount of $960.25.

Your letter states this is in reference to the Roy L. Houck Construction Company Contract No. 8373, Spring Creek-Lostine and Joseph Section of the Wallowa Lake Highway in Wallowa County.

The Peerless Insurance Company through Updegraff-Gardner Insurance, Inc., furnished the bond on this contract which is given to assure completion of the job and payment of all bills incurred in it.

We will advise them of receipt of your claim letter, and we will also forward it to the Secretary of State for filing. Please advise this office when this claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

RECEIVED
NOV 15 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

CWH:sr

cc Peerless Insurance Company
c/o Rathbone, King & Seeley
1 S.W. Columbia
Portland, OR 97201

Updegraff-Gardner Insurance, Inc.
776 Commercial SE
Salem, OR 97301

Roy L. Houck Construction Co.
2705 Lancaster Dr. N.E.
Salem, OR 97303

bc Dale Allen, Reg. 5

Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

November 1, 1976

FROM: Dale D. Allen
Regional Construction Engineer

Dale D. Allen

TO: Cecil Head
Supervisor of Commission and
Staff Services

SUBJECT: Spring Crk.-Lostine Section
Wallowa Lake Highway
Contract 8373
Wallowa County

SALEM

Roy L. Houck Construction Company was the contractor on the above project which was awarded June 4, 1976.

We have received notice from R-D Mac, Inc. that they believe Mr. Houck did not make full payment to them for trucks rented from their firm.

Please pass this information to the bonding company and Secretary of State's office.

Our field offices have no records to support or deny this claim and, therefore, do not believe we can take a position on the matter.

A copy of the letter from R-D Mac, Inc. is attached.

DDA/dlm
Attachment

cc: C. T. Keasey
R-D Mac, Inc.
H. M. Fillmore

RECEIVED
NOV 2 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

R-D MAC INC.
P. O. BOX 1086 — PH. 963-8601
LA GRANDE OREGON 97850

October 25, 1976

Mr. Mort Fillmore
Oregon State Highway Department
P. O. Box 2040
La Grande, Oregon 97850

Re: Spring Creek-Lostine Contract #8373

Dear Mort:

During this last August we rented dump trucks to Mr. Roy Houk, 2705 Lancaster, N. E., Salem, Oregon, for use on his job on the Spring Creek-Lostine Contract.

Mr. Houk has refused to pay the balance of his account with us, an amount of $960.25. I talked with him again this afternoon, and he is continuing to withhold payment.

This balance covers charges for portal to portal rental on the trucks. This is, and has been, our policy; i. e., when a truck is rented in this manner, charges are from portal to portal, unless otherwise specified.

Please advise what action is available to me to for collecting this balance?

Thank you.

Yours truly,

R-D MAC, INC.

Harry T. Collman

Harry T. Collman

HTCdnr

RECEIVED
NOV 2 - 1976
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER - COVER SHEET

FISCAL YEAR 77	PAYEE Roy L. Houck Constr. Co. 2705 Lancaster Dr. N.E. Salem, OR 97303	VOUCHER DATE 10/21/76	TOTAL AMOUNT $ 20,827.98

WARRANT NUMBER 16405	CONTRACT NO. 8373	ESTIMATE NO. 4 PSF	Executing the final voucher does not waive your right to submit additional claim(s) as defined in Section 109.15, Standard Specifications for Highway Construction. For Payment of accounts incurred by the State Highway Division by authority of ORS366.435.
	PERIOD COVERED: to 9/7/76		
	APPROVED: DESIGNATED AUTHORITY		This final claim has been authorized in the above amount. (DEPUTY STATE HIGHWAY ENGINEER)

CONTRACTOR'S CERTIFICATE

I.______________________________ certify that I am ______________________

______________________________ that I have knowledge of the within described and attached claim;
(IF FIRM OR CORP., STATE CAPACITY)

that the foregoing account is correct and just; that the work was actually performed and material furnished as therein charged; and that there is due me from the State of Oregon the amount indicated hereon; further, that where force account work is charged, any contributions to the employees' benefit funds required by agreements between the employers' associations and the employees' unions have been paid; further that no portion of this bill has been previously paid.

____
(Signature)

FORM 81-734-1020

```
[illegible]
                                           ** JOB TOTALS **
[illegible] IN SERVICE PAYING      334   1441     901      00
                                           ** JOB TOTALS **
[illegible] TROUTDALE              334   1442     901      00
                                           ** JOB TOTALS **
[illegible]
                                           ** JOB TOTALS **
[illegible] ALDER FIRST&SCULLY
                                           ** JOB TOTALS **
[illegible]                                          902      00
                                   1414     914      00
                                   1414     920      00
                                   1414     924
                                           ** JOB TOTALS **
[illegible]                               1441
                                   1441     913      00
                                   1441
                                   1441     920      00
                             334   1441     921      00
                                   1441
```

553.88
210.86
135.80
102.64
1,003.18

```
                                 029  0502   900    00                                                         2,551.82
                                 029  0502   900    00 &                                                           6.29
                                                 ** JOB TOTALS **                     **                  **  24,295.35

SPRING CR-LOSTINE(JOSEPH CTY)    032  0501   201    00 R                             439,520.26             439,520.26
                                 032  0501   204    00 -                               1,500.00CR             1,500.00CR
                                 032  0501   270    01                                    66.49                  66.49
                                 032  0501   270    02                                    38.44                  38.44
                                 032  0501   290    00                                35,030.92CR            35,030.92CR
                                 032  0501   900    00                    6.24        25,303.69              25,613.25
                                 032  0501   900    00 -                                 451.32                 451.32
                                                 ** JOB TOTALS **         6.24  **   428,949.39  **         429,158.94

PINE GROVE-WAPINITIA RD          033  0501   201    00 R                               5,655.85CR           559,097.06
                                 033  0501   204    00                                                       27,929.93CR
                                 033  0501   204    00 -                              10,000.00              27,929.93
                                 033  0501   206    00                                    55.03                  55.03
                                 033  0501   278    02                                                          630.40
                                 033  0501   285    01 9                                                      1,968.07
                                 033  0501   900    00                    1.10           112.13              54,1[illegible]




TAL TO DATE JOB COST SUMMARY                                                       NOVEMBER 1976          PAGE    3

                                                                                        FISCAL            GRAND TOTAL
ESCRIPTION OF JOB OR DEPARTMENT   PREFIX     FUNCTION   GR  CURRENT MONTH         YEAR TO DATE           TO DATE
                                 033  0501   900    00 &                                                      41.38
                                 033  0501   900    00 -                                                      56.03
                                 033  0501   915    00                                                        22.16
                                 033  0501   950    00                                                       106.17
                                                 ** JOB TOTALS **         1.10  **     4,511.36  **      616,164.65

N YAMHILL RIV-12TH STREET        036  0501   201    00 R                                                 166,776.14
                                 036  0501   204    00                                                     7,361.42CR
                                 036  0501   204    00 -                                                   7,361.42
                                 036  0501   206    00 R                                                     162.48
                                 036  0501   278    01                                                       408.39
                                 036  0501   900    00                                                    26,300.53
                                                                                                               41.29
```

CONTRACT PAYMENT VOUCHER

FORM 81-734-1020

HIGHWAY
WALLOWA LAKE & CITY STREETS

FEDERAL AID PROJECT NO.

SECTION
SPRING CR-LOSTINE AND JOSEPH (ALDER

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	9N MOBILIZATION	LUMP SUM	39000.0000	100.000	39000.00	39000.00
002	9N TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	13000.0000	100.000	13000.00	13000.00
003	9N TEMPORARY SIGNS	SQ FT	5.0000	309.000	1545.00	1545.00
006	9N PREPARATION OF SHOULDERS	LUMP SUM	14000.0000	100.000	14000.00	14000.00
007	9N GRADING ROAD CONNECTIONS	LUMP SUM	5500.0000	100.000	5500.00	5500.00
008	9N WATERING	M-GAL	10.0000	108.000	1080.00	1080.00
009	9N 3/4"-0 AGGREGATE BASE	CU YDS	8.7500	4,441.800	38865.75	38995.25
010	9N 3/4"- 1J MATERIAL IN STOCKPILE	CU YDS	6.5000	4,845.000	31492.50	30894.50
011	9N CLASS "C" ASPHALT CONCRETE MIXTRE	TONS	9.5000	8,967.160	85188.02	85178.90
012	9N CLASS "C" MOD ASPHALT, CONCRETE MIX	TONS	9.5000	7,988.540	75891.13	75891.13
013	9N ASPHALT CEMENT IN MIXTURE	TONS	90.0000	1,306.070	117546.30	117546.30
014	9N PORTLAND CEMENT ADDITIVE CLASS C MOD MIX	TONS	75.0000	77.040	5778.00	5778.00
015	9N ASPHALT IN TACK COAT	TONS	150.0000	26.090	3913.50	3913.50
016	9N 18-INCH CULVERT PIPE	LIN FT	10.0000	106.000	1060.00	1060.00
017	9N 36-INCH CULVERT PIPE	LIN FT	50.0000	10.000	500.00	500.00
018	9N EXTRA FOR ASPHALT APPROACHES	ONLY	150.0000	8.000	1200.00	1200.00
	PRICE AGREEMENT ITEMS					
30101	9N 36" CULV PIPE	LIN FT	32.0000	66.000	2112.00	2112.00
30201	9N ROYALTY FOR STATE MATLS	TONS	.0900-	2,083.000	187.47-	187.47-
	FORCE ACCOUNT ITEMS					
802	9N PREPARATION OF JOSEPH CITY ST				1856.39	1856.39
803	9N MISC EQUIP RENTAL				179.14	179.14

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE [illegible] 21 76 PG. 1 8373	TOTAL CONTRACT ITEMS	437484.73	437007.11
PREVIOUS VOUCHER NO. 14444	L.S. % RETAINED ON CONTRACT ITEMS	1,500.00	21,850.36
CHECKED BY: JP:dk	FORCE ACCOUNT	2035.53	2035.53
ENGINEER OR AUDITOR H. M. Fillmore	TOTAL PAYMENTS	438,020.26	417,192.28

HIGHWAY	FEDERAL AID PROJECT NO.
WALLOWA LAKE & CITY STREETS	
SECTION SPRING CR-LOSTINE AND JOSEPH (ALDER	

HER

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	39000.0000	100.000	39000.00	39000.00	
N AND DIRECT TRAFFIC	LUMP SUM	13000.0000	100.000	13000.00	13000.00	
	SQ FT	5.0000	309.000	1545.00	1545.00	
LDERS	LUMP SUM	14000.0000	100.000	14000.00	14000.00	
TIONS	LUMP SUM	5500.0000	100.000	5500.00	5500.00	
	M-GAL	10.0000	108.000	1080.00	1080.00	
E	CU YDS	8.7500	4,441.800	38865.75	38995.25	129.50-
STOCKPILE	CU YDS	6.5000	4,845.000	31492.50	30894.50	598.00
CONCRETE MIXTRE	TONS	9.5000	8,967.160	85188.02	85178.90	9.12
LT, CONCRETE MIX	TONS	9.5000	7,988.540	75891.13	75891.13	
IXTURE	TONS	90.0000	1,306.070	117546.30	117546.30	
ITIVE CLASS C MOD MIX	TONS	75.0000	77.040	5778.00	5778.00	
T	TONS	150.0000	26.090	3913.50	3913.50	
E	LIN FT	10.0000	106.000	1060.00	1060.00	
E	LIN FT	50.0000	10.000	500.00	500.00	
APPROACHES	ONLY	150.0000	8.000	1200.00	1200.00	
TEMS						
	LIN FT	32.0000	66.000	2112.00	2112.00	
TLS	TONS	.0900-	2,083.000	187.47-	187.47-	
MS						
JOSEPH CITY ST						
				1856.39	1856.39	
				179.14	179.14	

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

		AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
				21,897.79
8373	TOTAL CONTRACT ITEMS	437484.73	437007.11	477.62
	L.S. % RETAINED ON CONTRACT ITEMS	1,500.00	21,850.36	20,350.36
	FORCE ACCOUNT	2035.53	2035.53	
	TOTAL PAYMENTS	438,020.26	417,192.28	20,827.98

8373 13

FORM E-1 (REV 10-61)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Spring Creek-Lostine & Joseph City Streets

WEEK ENDING: October 1, 1976

SECTION PREFIX: 32-0501

HIGHWAY: Wallowa Lake & City Streets

COUNTY: Wallowa

NAME OF JOB: Spring Creek-Lostine & Joseph Streets

KIND OF WORK: [illegible]

CONTRACTOR: [illegible] Construction Co.

CONTRACT NUMBER: 8373

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: June 4, 1976

DATE WORK STARTED: [illegible], 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN 0 SUPERVISION [illegible]

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 130

CALENDAR DAYS USED 81

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 62.3

PROJECT AUTHORIZATION $ [illegible]

EXCLUSIVE OF ENGINEERING $ [illegible]

ENGINEERING AUTHORIZATION $ 36,284.40

This Week 149.19

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ [illegible]

ENGINEERING COST TO DATE $ 24,819.25

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 101.5

DATE PROJECT WAS COMPLETED: Sept. [illegible], 1976

ESTIMATED PERCENT OVERRUN ~~UNDERRUN~~ [illegible] %

PERCENT OF AUTHORIZATION 68.4 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K RECEIVED Richards
Bond Glenn
Jackmond OCT 4 1976 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	FOR THE WEEK 1-men 1 day on semi-final
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final was submitted on Monday.

This is the last Engineers Weekly Report submitted.

SIGNED H M Fullmer LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

SCA
Joseph

January 12, 1976

Mrs. Edna Kiel
City Recorder
City of Joseph
City Hall
Joseph, OR 97846

Dear Mrs. Kiel:

Enclosed are two sets of preliminary plans for the 1976 Special City Allotment project on Alder,and 1st Streets, McCully Avenue. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 20-foot wide street, as shown on these preliminary plans, is currently estimated to cost $22,947. The State's share would be $22,947.

Recommended changes you suggest should reach this office by February 1, 1976 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

for Richard Unrein
Urban Engineer
County-City Unit

FFH:dp
Encl.

☐ ENGR. ☐ ASST. ☒ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

1-9-76 Co-[illegible]

Spring Cr.-Lostine River Section &

Section Joseph (Alder & 1st St., McCalley Ave) Sec

Programming Estimate $

Highway Wallowa Lake

Project Length 3.62 miles

County Wallowa

Completion Time 175 cal. workdays

Kind of Work Grading and Paving

Prefix 32-1301-

FA Project No. Bond & City Allotment

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ 353,967.50
Anticipated Additional Items:		
Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping	1200	
Stage Construction Striping		
Temporary Erosion Control		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		$ 3700
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages		
Signal Controller Testing		
Bikeway Signs		
Adjust Utilities		
Misc. Permit Fees		
Quarry Cleanup & Screening	2500	
		$ 357,667.50
Contingencies (4-1/2%)		16,095.04
Engineering (9 %)		32,190.08
	SUBTOTAL	$ 405,952.62
Credit for Maint. rock in Stockpile		30,000
Estimated Net Authorization, Construction		$ 375,952.62

SUMMARY—BID SCHEDULE—COST ESTIMATE

Section Spring Creek–Lostine River Section & Joseph (Alder & 1st Streets, McCully Ave.) Section

Date 1-9-76

County [illegible]

Kind Of Work Grading and Paving

Length Hwy 3.62 0.66

Name [illegible]

SEGREGATION OF COSTS

No	ITEM	Code	Unit	Quant.	Unit Cost	Total	STATE BOND Quantity	STATE BOND Cost	CITY ALLOTMENT Quantity	CITY ALLOTMENT Cost
						1-9-76				
1	Mobilization		Lump Sum	All Spec		26,000	95%	24,700	5%	1,300
2	Temporary Protection And Direction Of Traffic		Lump Sum	All Spec		2,500	95%	2,375	5%	125
3	Temporary Signs		Sq Ft	400	9.50	3,800	360	3,420	40	380
4	Flagmen		Hour	1,240	16.00	[illegible]	1200	19,200	40	640
5	Pilot Car		Hour	300	20.00	6,000	300	6,000	–	–
	ROADWORK									
6	General Excavation		Lump Sum	All Spec		12,600	100%	12,600	–	–
7	Finishing Roadbed And Slopes		Lump Sum	All Spec		9,000	100%	9,000	–	–
8	Watering		M-Gal.	75	10	750	75	750	–	–
9	3/4"-0 Aggregate Base		Cu. Yd.	2,100	7.25	15,225	2100	15,225	–	–
10	7/8"-#10 Material In Stockpile		Cu. Yd.	5,000	6.00	30,000	5,000	30,000	–	–
11	Class "C" Asphalt Concrete Mixture In Leveling And Base Course		Ton	6,050	11.25	68,062.50	5,400	60,750	650	7312.50
[illegible]	Class "C" Mod. Asphalt Concrete Mixture		Ton	6,000	12.25	73,500	5700	69,825	300	3675
[illegible]	Asphalt Cement in Mixture		Ton	815	95	77,425	750	71,250	65	6,175
14	Portland Cement Additive In Class "C" Mod. Mixture		Ton	60	75	4500	57	4,275	3	225
15	Asphalt In Tack Coat		Ton	15	130	1950	13	1690	2	260
16	18-inch Culvert Pipe		Lin. Ft.	106	15	1590	106	1590	–	–
17	36-inch Culvert Pipe		Lin. Ft.	10	35	350	10	350	–	–
18	Extra For Asphalt Approaches		Each	5	175	8[illegible]	5	875	–	–
						3[illegible],750.50		[illegible]		20,0[illegible]
	All Items					[illegible]700		[illegible]		125
						357,667.50		[illegible]		20,217.50
	4½% Contingencies					16,095.04		15,185		909.79
	9% Engineering					32,190.03		30,370		1817.58
	Subtotal					405,952.62		383,005		22,946.87
						−30,000		−30,000		
						375,952.62		353,005.95		

7 7 75
roytom

975

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: Joseph Date 1-10-75 Div. 5
Population: 1970: [illegible] 19[illegible]: [illegible]
Street: All [illegible]

No. of Previous Projects 1
Last Project 1960 (Year)
Total SCA Funds $18,875
Funds/Capita $21.09
Average/Capita $[illegible].99

EXISTING
Surface Now in Place: A. C. ____ Oil ✓ Gravel ____ Concrete ____
Surface Width: 20 Ft. Shoulder-to-Shoulder Width: ____ Ft.
Curb-to-Curb Width: ____ Ft. Right-of-Way Width: ____ Ft.
Remarks:

PROPOSED
Surfacing: A. C. ✓ Oil ____ Other ____
Pavement Width: 24 Ft. Shoulder Width: ____ Ft. C-C Width: ____ Ft.
BASE DESIGN: A. C.: 1½ in. Leveling: ____ in. Base: ____ in.
Line T.S.G.: ____ Blanket: ____ P.M.B.B.: ____ in.
Length: 0.61 Mile, 3220 Ft. Type Curb: ____
Remarks:

ESTIMATE

	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$	$	$
TEMP. PROT. & DIRECT TRAFFIC	ALL			
GENERAL EXCAVATION	LUMP SUM			
1"-0 AGGR. BASE ~~8"~~ DEEP 1½"	SQ. YD.	1430	0.65	929.50
CEMENT TREATED SUBGRADE	CU. YD.			
Asph. ~~CEMENT~~ IN ~~TREATMENT~~ Tack	TON	1	175.00	175.–
CLASS "C" AC ~~3"~~ DEEP 1½" overlay	SQ. YD.	8590	2.55	21,904.50
CONCRETE INLETS	EACH			
CONCRETE CURBS	LIN. FT.			
CONCRETE WALKS	SQ. ~~FT.~~ yd			
CONCRETE DRIVEWAYS	SQ. FT.			
____ INCH DEWER PIPE	LIN. FT.			
____ INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH			

TOTAL	$23,009.–
Permanent Signing ($100 per Intersection)	–
Flagging	–
TOTAL	$23,009.–
Engineering and Contingencies (20%)	4,601.–
TOTAL	$27,610.–
City's Estimated Share of Survey	$ 290
TOTAL ESTIMATED COST	$27,900

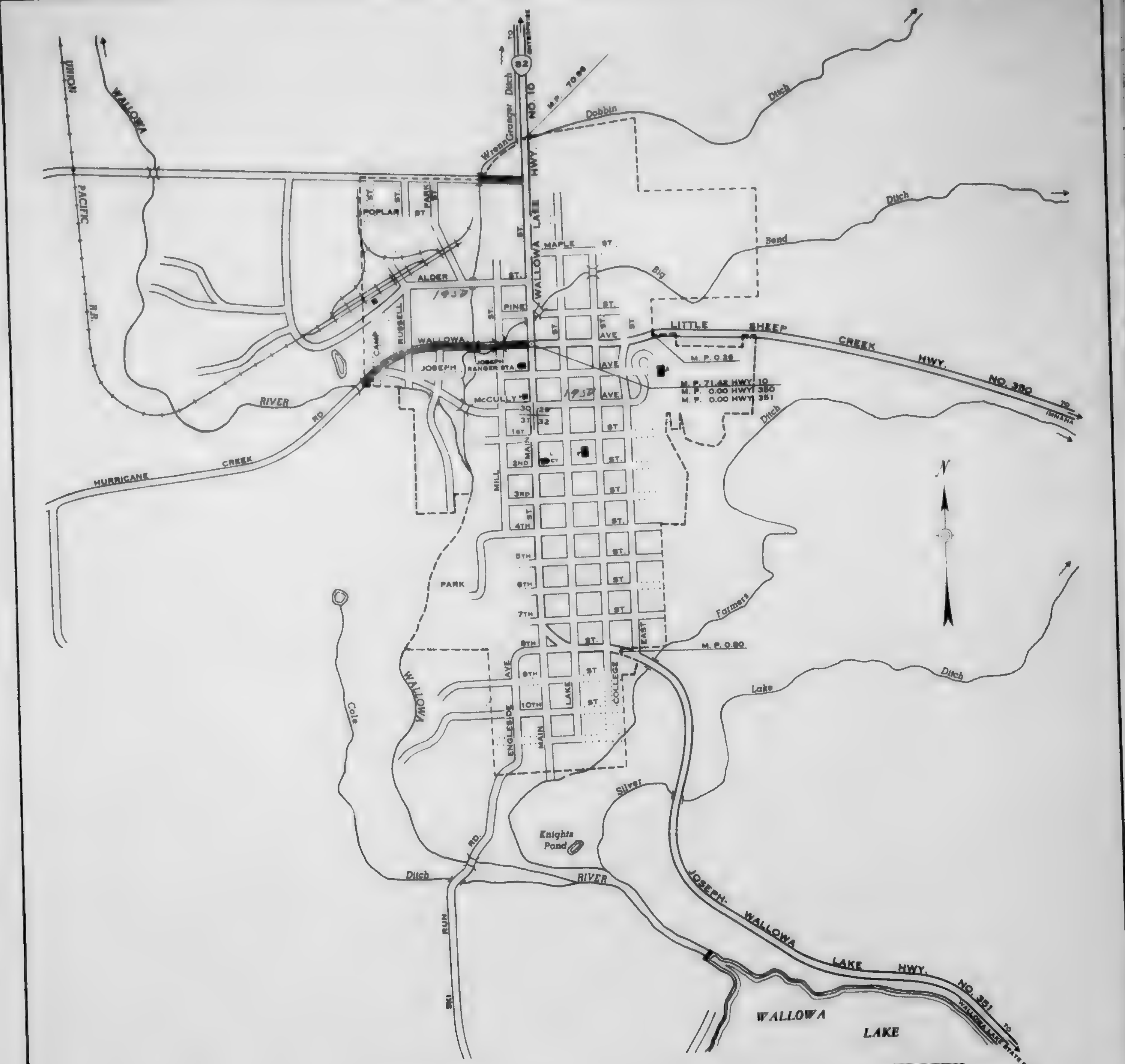
*Items include 10% allowance.

Joseph [illegible] [illegible] & [illegible]
[illegible] 0.15
[illegible] 0.9
[illegible] [illegible] 3320 sq. ft.

Base
$\frac{5.1 \times 3320}{9}$ = 8587 sq yd.

Surf. $\frac{8 \times 3320}{9} = \frac{2862}{2}$ = 1431 sq yd.

Tack. 3320 × 2.4 × .00142 = 1.1 Ton.


UNION
PACIFIC
R.R.
WALLOWA
RIVER
HURRICANE CREEK RD
TO ENTERPRISE
82
WALLOWA LAKE HWY NO. 10
M.P. 70.90
Wrenn Granger Ditch
Dobbin
Ditch
Big
Bend
Ditch
POPLAR ST
ST.
PARK
MAPLE ST.
ALDER
PINE
ST.
AVE
CAMP
RUSSELL
WALLOWA
JOSEPH RANGER STA.
JOSEPH
McCULLY
1st
2nd
3rd
4th
5th
6th
7th
8th
9th
10th
MILL
MAIN
LAKE
COLLEGE
EAST
ENGLESIDE
1950
LITTLE SHEEP CREEK HWY. NO. 350
TO IMNAHA
M.P. 0.26
M.P. 71.42 HWY. 10
M.P. 0.00 HWY. 350
M.P. 0.00 HWY. 351
Ditch
N
Farmers
M.P. 0.80
Lake
Ditch
PARK
WALLOWA
Cole
Silver
Knights Pond
Ditch
RIVER
RUN RD
JOSEPH-WALLOWA LAKE HWY. NO. 351 TO
WALLOWA LAKE STATE PARK
WALLOWA
LAKE

SIGNED ROUTES

INTERSTATE
U.S.
ORE

LEGEND

- Post Office
- School
- R R Depot
- Public Bldg
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel
- Street dedicated but not open
- City Limits
- City Center M.P. leg

JOSEPH

WALLOWA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 830

Scale in Feet

Revised April 1968

County Roads - 6-10-75

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
December 30, 1975

FROM: W. E. Schwartz F. L. Epley
Regional Engineer

TO: Victor D. Wolfe
Location Engineer

SALEM

SUBJECT: Location Data
Joseph City Streets
Wallowa County

Herewith the following location data on subject section:

1. 1"-800' city map showing streets to be overlayed and limits thereof.
2. Federal Aid Sheet with typical sections and profile of centerline of the streets.
3. 2 copies - Locating Engineer's Statement.
4. 3 copies - Quantity & Cost Summary and Special Provisions, Plan I.
5. 2 copies - Narrative of the job.
6. 2 copies - "Statement of Materials Sources and Stockpiles" to be used only with Plan II.
7. 3 sheets overlay material calculations.
8. 1 book notes - centerline stationing and 3 line profile.

Every effort should be made to tie this work in with the Spring Creek-Lostine overlay work. It would reduce the haul of material from 68 miles to about 16 miles, thus ensuring a better final result and at much less cost. If there is no way the two projects can be combined, then they should be on the same bid letting if possible. The city has advised me that they will go along with a $29,000.00 plus cost; but would like to keep the cost under the State's responsibility of $25,000.00 if it is possible.

FLE:je

JOSEPH CITY STREETS
WALLOWA COUNTY
PRELIM. 332-1482

This project is a "Special City Allotment Fund" project for the city of Joseph in Wallowa County. The project is for an 1½ inch Asphaltic Concrete pavement overlay of an existing oilmat of 3 city streets or about 3523 feet in total length. The pavement is to 20 feet wide except for 3 half blocks, which are to be overlaid curb to curb.

The nearest commercial plant is in La Grande, which would require a 68 mile haul of the A.C.. For the sake of economics to the State and City, which has limited revenue, it is strongly recommended that this project be tied in some way to the Spring Creek - Lostine Section overlay. project presently scheduled for April 29th letting. With this in mind I am submitting 2 estimates: Plan I is the cost of the project if it is left by itself and the material is hauled from La Grande; Plan II estimate is the cost of the project if it is tied to the Spring Creek - Lostine project. The savings would be over $6,000.00 or about 20%. I do not know all the implications and problems involved in combining the two jobs; but, as a possibility, the total project might be set up with "Part I" including the bid items for the highway overlay and "Part II" the bid items for the city street overlay.

The city officials have advised me that some businesses and individuals hope to purchase some A. C. from the contractor, while he is in the area, ("A. C." is a rare item in this isolated city). With this in mind and if the project is combined with the Lostine project, the likelyhood that the material and plant site will be the State owned quarry east of Lostine, No. 32-6-5. I suggest a special provision be made, stated something like the following:

> "It is anticipated that the contractor will receive requests from private businesses and individuals for furnishing and placing A.C. pavement on their properties. The contractor will be allowed to furnish material using aggregates from the state owned source upon the following conditions:

1. The resident engineer receives a copy of each request in writing.
2. The contractor pays a royalty to the state, to be deducted from [illegible] per ton of A. C. mixture including asphalt."

Also, there should be a special provision as follows:

401.42 - Delete the first paragraph of Article 401.42 of the "Standard Specifications for Highway Construction, 1974" and substitute the following:

> "The line and grade reference control will be by a floating beam devise of adequate length and sensitivity to provide adequate control of the paver".

The streets have a satisfactory grade as they exist and the city is interested in getting 1½ inches of A. C. over them as they are, without attempting to improve the grade.

Preparation of the existing surface involves blading the edges of the existing pavement where gravels have accumulated, cleaning gravels off the structure on Alder Street, and brooming the entire areato to be paved, and preparing potholes to be patched. The estimate is based on 16 hours of blading and brooming.

There are no manholes, valves, etc. to adjust as none exist in the area to be paved.

Twenty five tons of A.C. mixture have been included in the estimate for patching potholes which occur in 3 or 4 areas.

No signing or flagmen will be required under the contract.

Date: December 29, 1975

H M Fillmore
Resident Engineer

Form E-363 (Revised)

REGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 332-1482 Highway Joseph City Streets Section Joseph City Streets

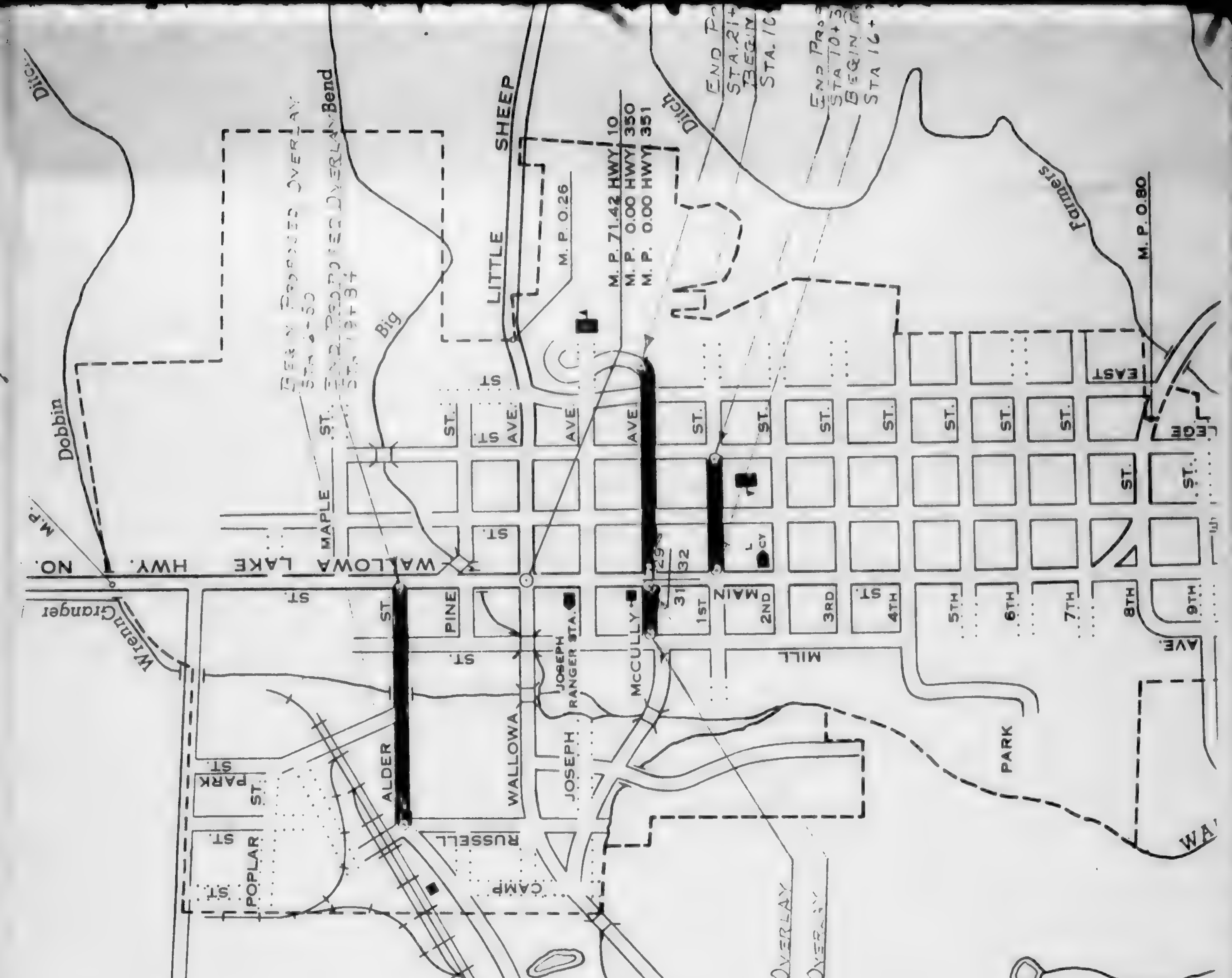
Highway Class City Streets Date December 29, 1975

Yes	No	N/A*	
			1. Are the following being submitted?
☐	☐	☒	a. Detail Map (Hard Copy).
☐	☐	☒	b. Small Scale Ownership Map.
☐	☐	☒	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile. Centerline
☐	☐	☒	h. Located Line Cross Sections.
☐	☐	☒	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☐	☐	☒	l. Coordinate Sheets.
☐	☐	☒	m. Clearing and Grubbing Chart.
☐	☐	☒	n. Report on Bench Mark Recoveries (Form E-369)
☐	☐	☒	(1) Description of Bench Mark (Form E-185).
☐	☐	☒	(2) Report on Condition of Bench Mark (Form E-186).
☐	☐	☒	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☐	☐	☒	r. Preliminary Soils and Material Report.
☒	☐	☐	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☒	☐	☐	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☐	☒	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☐	☐	☒	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
Previously ☒	☐	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☐	☒	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☒	☒	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☐	☐	☒	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☒	☒	11. Is relocation of a scale site necessary?
☐	☒	☒	12. Does this project involve construction of a frontage road?
☐	☐	☒	13. Will there be unusual difficulty in handling traffic during construction?
☐	☒	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

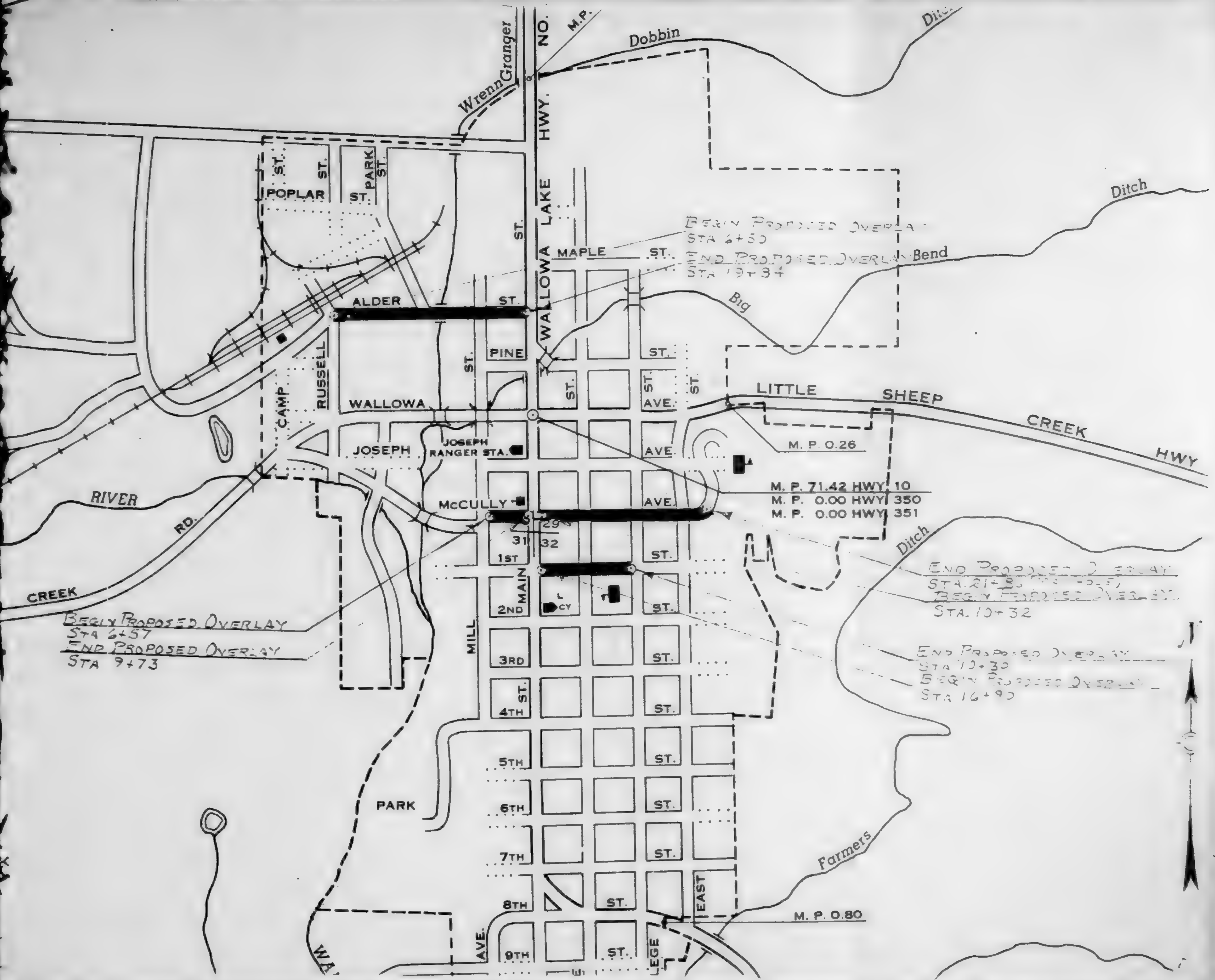
* Non Applicable

Signature H M Fillmore
Locating Engineer

Address P.O. Box 850; La Grande, Oregon



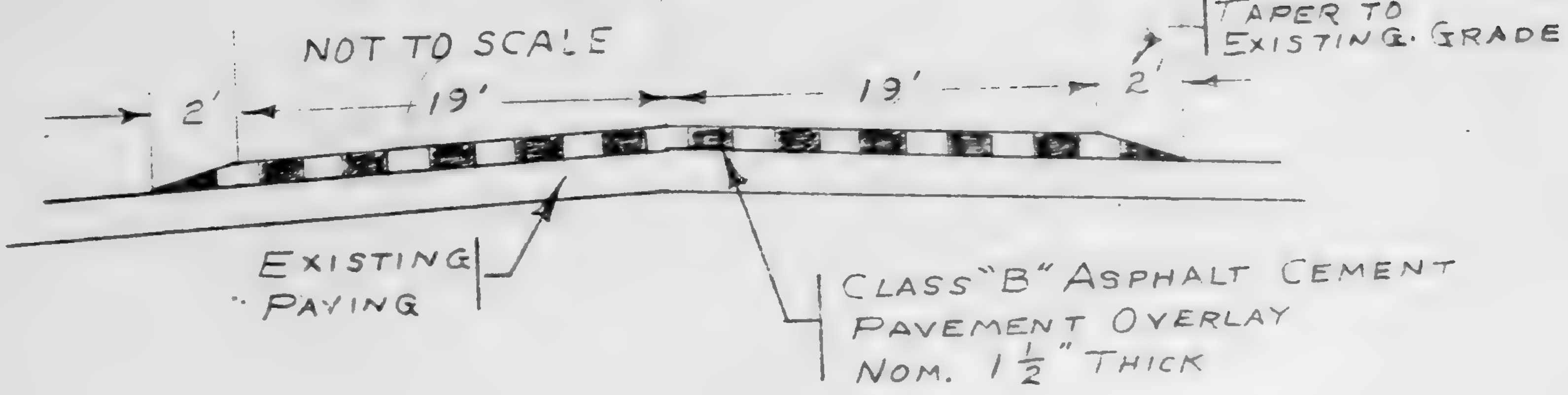
Ditch
Dobbin
Big Bend
Ditch
LITTLE SHEEP
M. P. 0.26
M. P. 71.42 HWY 10
M. P. 0.00 HWY 350
M. P. 0.00 HWY 351
END P
STA. 21+
BEGIN
STA. 1C
END PRO
STA 10+3
BEGIN P
STA 16+
Farmers
M. P. 0.80
BEGIN PROPOSED OVERLAY
STA 6+50
END PROPOSED OVERLAY
STA 13+34
MAPLE ST.
ST.
AVE.
AVE.
AVE.
EAST
LEGE
WALLOWA LAKE HWY. NO.
M.P.
Wienn Granger
ALDER ST.
PINE
WALLOWA
JOSEPH RANGER STA.
JOSEPH
McCULLY
1ST
MAIN
2ND
3RD
4TH
5TH
6TH
7TH
8TH
9TH
AVE.
MILL
29
31
32
PARK
PARK ST.
POPLAR ST.
RUSSELL
CAMP
WA
BEGIN PROPOSED OVERLAY
STA 6+57
END PROPOSED OVERLAY
STA 9+73
RIVER
RD.
CREEK
HURRICANE
WALLOWA
PACIFIC
R.R.


WALLOWA LAKE HWY. NO.
M.P.
Dobbin
Ditch
Wrenn
Granger
POPLAR
ST.
PARK
ST.
ST.
ST.
MAPLE
ST.
Begin Proposed Overlay
Sta 6+50
End Proposed Overlay
Sta 19+34
Bend
Big
Ditch
ALDER
ST.
PINE
ST.
ST.
ST.
ST.
AVE.
ST.
RUSSELL
CAMP
WALLOWA
LITTLE
SHEEP
CREEK
HWY
M.P. 0.26
JOSEPH
JOSEPH RANGER STA.
AVE.
RIVER
RD.
McCULLY
AVE.
M.P. 71.42 HWY. 10
M.P. 0.00 HWY. 350
M.P. 0.00 HWY. 351
29
31
32
1ST
ST.
Ditch
End Proposed Overlay
Sta. 21+8[illegible]
Begin Proposed Overlay
Sta. 10+32
CREEK
MAIN
2ND
L
CY
ST.
Begin Proposed Overlay
Sta 6+57
End Proposed Overlay
Sta 9+73
MILL
3RD
ST.
End Proposed Overlay
Sta 10+30
Begin Proposed Overlay
Sta 16+90
ST.
4TH
ST.
5TH
ST.
PARK
6TH
ST.
7TH
ST.
Farmers
8TH
ST.
EAST
M.P. 0.80
AVE.
9TH
ST.
LEGE

ALL STREETS

TYPICAL SECTION
20' WIDE

NOT TO SCALE

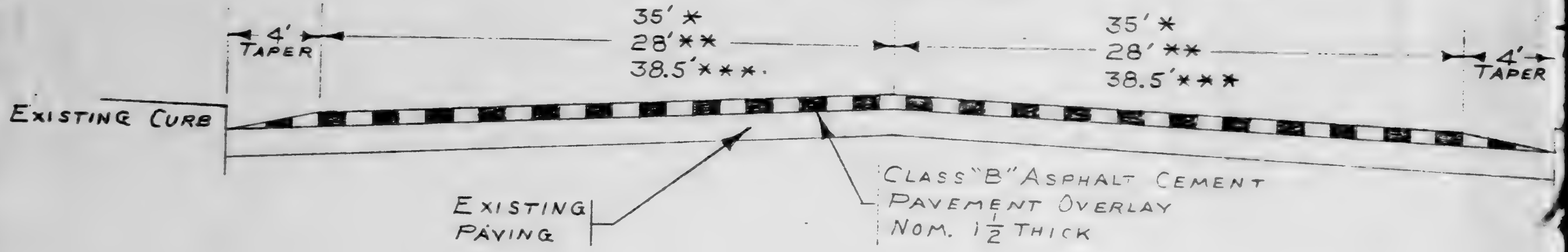

2'
19'
19'
2'
TAPER TO EXISTING GRADE
EXISTING PAVING
CLASS "B" ASPHALT CEMENT PAVEMENT OVERLAY NOM. 1 1/2" THICK

PROJECT PAVEMENT WIDTHS

ALDER STREET 20' ENTIRE LENGTH

TYPICAL SECTION (WIDTH OTHER THAN 20')

* STA 8+38 TO 9+73 } McCULLY AVENUE
** STA 10+32 TO 11+67 } McCULLY AVENUE
*** STA 10+30 TO 11+67 - FIRST STREET

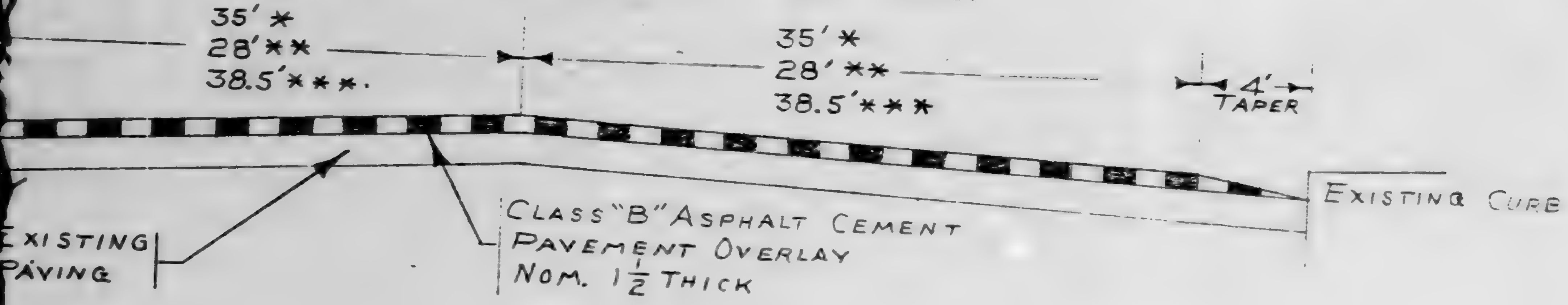

4' TAPER
35' *
28' **
38.5' ***
35' *
28' **
38.5' ***
4' TAPER
EXISTING CURB
EXISTING PAVING
CLASS "B" ASPHALT CEMENT PAVEMENT OVERLAY NOM. 1 1/2 THICK

QUANTITY & COST SU

	PLAN I
ITEM	DESCRIPTION
1	MOBILIZATION

TYPICAL SECTION (WIDTH OTHER THAN 20')

* STA 8+38 TO 9+73 } McCULLY AVENUE
** STA 10+32 TO 11+67 } McCULLY AVENUE
*** STA 10+30 TO 11+67 - FIRST STREET


35' *
28' **
38.5' ***
35' *
28' **
38.5' ***
4' TAPER
EXISTING CURB
EXISTING PAVING
CLASS "B" ASPHALT CEMENT PAVEMENT OVERLAY NOM. 1 1/2 THICK

QUANTITY & COST SUMMARY

PLAN I				
ITEM	DESCRIPTION	UNIT	UNIT PRICE	QUAN
1	MOBILIZATION	ALL	ALL	

10

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon
November 21, 1975

☐ RE ☐ RCE ☐ RSE ☐ RME
☒ ROE ☐
☐ RDE ☐

NOV 21 1975
RECEIVED
REGIONAL OFFICE

FROM: Joe Schlieski

Joe Schlieski

SUBJECT: Spring Cr. - Lostine River
Wallowa Lake Highway
Wallowa County
Preliminary Plans

TO: Dale Allen
Region Construction Engineer
La Grande

1

2 Swenson

R. Olson

Trout

Attached find preliminary plans for subject project with numerous deletions noted in red. In company with Red Gerlach I made a plans in hand review and discovered that a good portion of the location data is in error.

I'm afraid this is a good example of what happens when a windshield location is the only preliminary field work authorized. A good portion of the plans has to be a paper location taken from County maps, etc. In this case - six of the County Rd. approaches shown are virtually non-existant or used only as farm access through wire gates. These roads may be deeded right-of-way but they are not in use as public roads.

On sheets 3 & 3A I've added a footnote Ⓐ concerning numerous accesses along the highway. Substantially all the accesses shown are farm accesses to pastures, feed lots, etc. through narrow wire gates. These accesses may be used several times a year! I can see no need to widen and pave them.

I'm still in favor of getting back to our original plan. Overlay Wallowa Lake Highway and forget all the farm accesses. There are five County Rd. approaches that could be paved by the contractor. Why not have additional oil rock produced for use by maintenance in the future. They could pave the farm accesses as deemed necessary.

We also discovered two additional pipe crossings and there may be others. I'm assuming all pipe extensions will be made by State Forces. As long as maintenance is in the pipe laying business - why not let them construct the one manhole needed?

Correct

cc Terpin -

Plans should show correct approach locations. However most of the notes that are in error is work to be done by State Forces. Correct number of approaches to be paved by contractor.

DAllen

cc: file

REFERRED TO

Beard Reed
Cole Sample
Eriksen [✓ Watson] W
Hager Wolfe
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

8373

November 17, 1975

City of Joseph
City Hall
Joseph, OR 97846

Attention: Mrs. Edna Kiel
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5561

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to the following streets:

Alder Street between Russell & Main Streets
First Street between Main and College Streets
McCully Avenue between Mill and East Streets

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

10

9273

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

November 10, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Spring Creek-Lostine Section
Wallowa Lake Highway
Wallowa County

TO: MEMO TO THE FILES

The following items have been deleted from the subject section at the request of Dale Allen, Regional Construction Engineer.

Clearing and Grubbing
Embankment in Place
Cement Treated Soil Subgrade
Cement in Treated Soil

The base design for the shoulder areas will be 1 inch aggregate leveling course and 3-1/2 inches asphalt concrete.

The following items are to be deleted from the contract and will be performed by the State Maintenance forces after the completion of the project. No funds are to be set up as anticipated items for this work.

Guard Rail, Type 2A
Anchors, Type 1
End Pieces, Type B and C
Road Approach Culvert Extensions

LKW:we
cc: E. S. Hunter
W. E. Schwartz
V. D. Wolfe
C. G. Swenson
C. J. Gregg

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
Trout T

RECEIVED
NOV 10 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section JOSEPH (ALDER AND FIRST STREETS AND McCULLY AVENUE)

Date October 6, 1975

Highway City Streets (Joseph)

Authorization No. 1

County Wallowa Region 5

Survey Prefix 332 - 1482 (Assigned by Salem office)

Description of termini, route, length, etc.: Alder St. from Russell to Main: First St. from Main to College: McCully Ave., from Mill to East St. a total of 0.61 miles.

1976 Special City Allotment Fund

Purpose of survey: Prepare plans, specifications and estimates for the resurfacing of 3 city streets with 1 1/2" of Asphalt Concrete Overlay

Estimate of cost:

Field	901	2,000
Plans	905	1,000
Soils	910	800
Utilities	914	100
Proj. Mgt	920	100
Specifications	921	400
Environmental	923	100

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $4,500

Previous authorization . . . .

Additional authorization requested . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) . .

Requests made by:

Roger C. Lang
Field Engineer

Recommended for Approval:

Regional Engineer

Recommended for Approval:

Victor D. Wolfe
Location Engineer

Approved:

E. J. Hunter
Assistant State Highway Engineer

SP*23604-734

OFFICE ENGINEERING SECTION

P. E. APPR.

FED. AID ...... STATE SCA

9773

10

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
September 29, 1975

FROM: Joe Schlieski

SUBJECT: Spring Cr. - Lostine Section
Wallowa Lake Highway
Wallowa County

TO: Location Section
Salem, Oregon 97310

In answer to questions concerning location of culvert pipes under access roads, etc. on the subject section.

We quickly reviewed the project and found the culverts to be 24' to 25' from the existing centerline. The conflicting information you have is probably in the area where we used an offset line to prepare the bridge vicinity map. This offset line was 14' right, between stations 8+00 and 16+00 +/-.

In reviewing the existing pipes and accesses we make no recommendations for lengthening the culverts. We intend to utilize the existing access roads and concentrate all improvements on the Wallowa Lake Highway - providing a 32' wide paved surface.

cc: Region
file

Versteeg
A. Olson
1 Terpin T
Scott
Swenson
R. Olson
Trout

RECEIVED
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ROAD
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REFERRED TO

Beard
Rees
Cole
Semple W
Eriksen ✓
Weisert
Hager
Wolfe

[✓ Return] Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

September 24, 1975

Mrs. Edna Kiel
City Recorder
City of Joseph
City Hall
Joseph, Oregon 97846

Dear Mrs. Kiel:

Your proposed project on Alder Street, from Russell to Main Streets; First Street, from Main to College Streets; and McCully Avenue, from Mill to East Streets, was submitted and approved by the Transportation Commission for construction in 1976 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $27,900, with the State contributing $25,000.

Very truly yours,

D. N. Harwell
County-City Engineer

FFH:scr

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

7373 10

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 19, 1975

FILE:

FROM: Frank E. Terpin
Final Design Engineer F.E.T.

SUBJECT: Spring Cr.-Lostine Section
Wallowa Lake Highway
Wallowa County

TO: MEMO TO THE FILES

A meeting was held on September 17, 1975 in Mr. V. D. Wolfe's office, attended by J. H. Versteeg, Road Design Engineer; George C. Wills, Location Field Engineer and Frank E. Terpin, Final Design Engineer, at which the following decision was made after consulting by telephone with W. E. Schwartz, Region V Engineer, for his concurrence.

The easterly end of the project will be at Lostine and extend westerly toward Wallowa as far as the available funds ($300,000) will permit. It is possible that the project will not reach the Spring Creek structure.

An estimate is being made to determine the ends of the project.

FET:we
cc: E. S. Hunter
V. D. Wolfe
L. W. Rulien
Gary A. Potter
L. E. George
John Oakes
W. E. Schwartz
W. J. Hart
L. K. Watson

1 Versteeg ✓
A. Olson
Terpin
2 Scott
3 Swenson
R. Olson
Trout

RECEIVED
SEP 19 1975
ROAD DESIGN SECTION

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RECEIVED
COUNTY & CITY SECTION
JUN 4 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

RESOLUTION 75-4

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities which are receiving excessive wear through sudden increases in population in the area or, heavy and unusual traffic; and

WHEREAS, the City of Joseph is an incorporated city of the State of Oregon and has a population of 870 as given by the latest official census; and

WHEREAS, the following streets of said city, First Street, McCully Avenue and Alder Street

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area or, heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular ~~or~~ ~~special~~ session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

4. That the City of Joseph does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Henry Hatch, Councilman as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 2nd day of June, 1975.

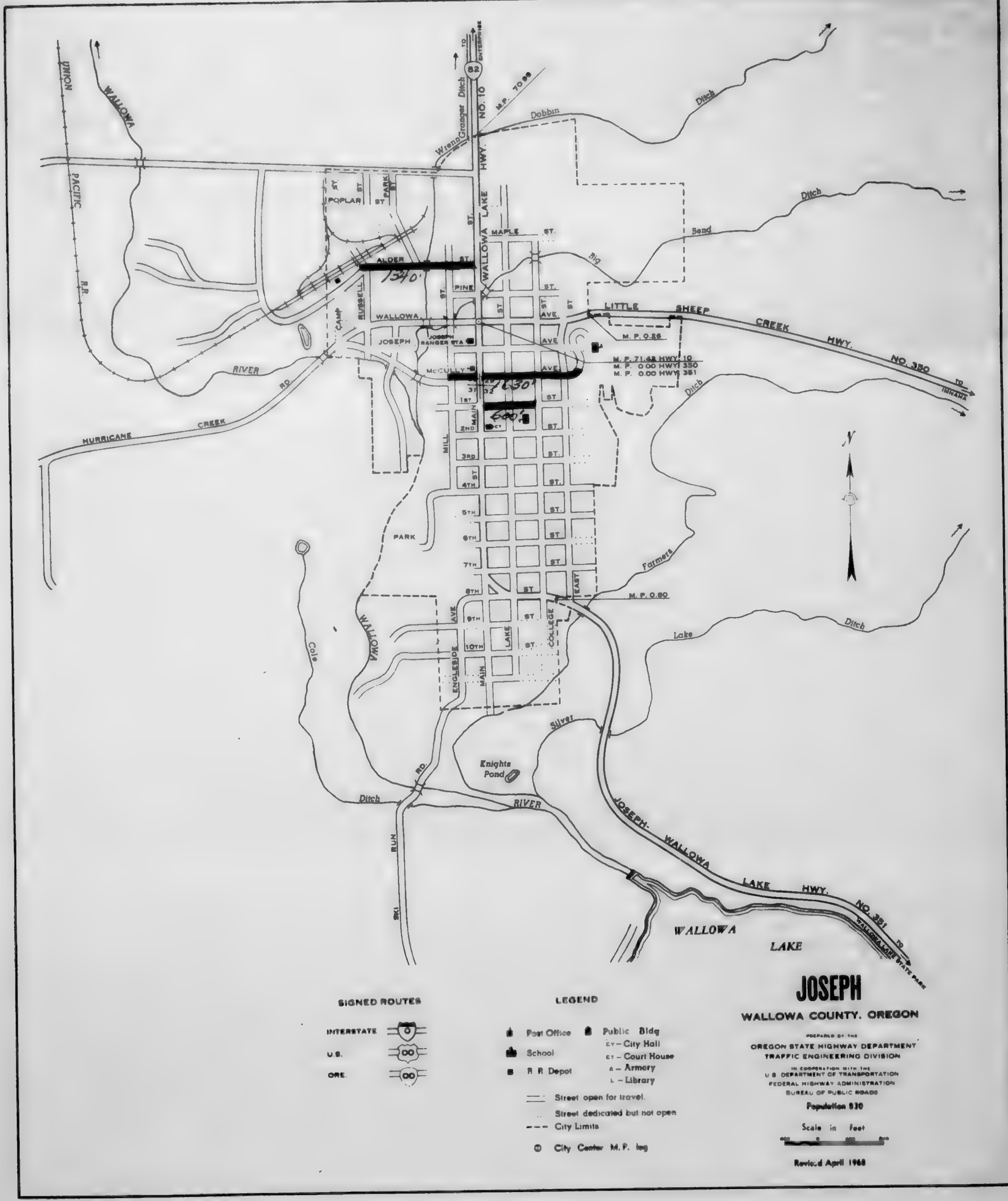
There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

* * * * * * * *

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Joseph at a regular ~~or special~~ meeting of said Council, held on the 2nd day of June, 1975, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 2nd day of June, 1975.

Edna Kiel
City Recorder


TO ENTERPRISE
82
UNION
WALLOWA
PACIFIC
R.R.
NO. 10
HWY.
M.P. 70.98
Wrenn Granger Ditch
Dobbin
Ditch
POPLAR ST
PARK ST
ST
MAPLE ST.
Big
Bend
Ditch
ALDER ST
1540'
RUSSELL
CAMP
PINE
WALLOWA LAKE
WALLOWA AVE.
LITTLE SHEEP CREEK HWY. NO. 350
TO IMNAHA
M.P. 0.28
JOSEPH AVE
JOSEPH RANGER STA
McCULLY AVE
M.P. 71.42 HWY 10
M.P. 0.00 HWY 350
M.P. 0.00 HWY 351
1630'
600'
RIVER
RD.
HURRICANE CREEK
Ditch
1ST ST
2ND ST
3RD ST
4TH ST
5TH ST
6TH ST
7TH ST
8TH ST
9TH ST
10TH ST
MAIN
MILL
PARK
N
Farmers
Ditch
EAST
M.P. 0.80
Lake
Ditch
Cole
WALLOWA
AVE
ENGLESIDE
LAKE
COLLEGE
Silver
Knights Pond
Ditch
RD.
RIVER
RUN
SKI
JOSEPH - WALLOWA LAKE HWY. NO. 351
TO WALLOWA LAKE STATE PARK
WALLOWA
LAKE
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R R Depot
Public Bldg
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open
City Limits
City Center M.P. log
Scale in Feet

JOSEPH

WALLOWA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 830

Revised April 1968

SCA

PROJECT DATA. CITY OF Joseph, Oregon Date 6/3/75

To be financed by Special City Allotment Fund and necessary city funds.

Street name McCully Avenue, Alder street, First street.
(Locate project on attached map.)

Project length 3,570 feet

DESIRED STREET SECTION:

Standard roadway; width of travel way: 20 feet, width of shoulders: 4 feet

Curbed section; width curb to curb: none feet

Remarks ____

Surface now in place: Oil X Paving ____ Gravel ____

Present surface width: 20 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 100 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes ____ No X

Give width of intersecting streets: 100 feet

Are intersecting streets curbed? Yes ____ No X

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: ____ feet

City to construct curbs? Yes ____ No ____

To be constructed as part of project? Yes ____ No ____

Length of desired radius on curb returns: ____ feet

Does city desire special type of curbs? Yes ____ No ____

Explain: ____

RECEIVED
COUNTY & CITY SECTION
JUN 4 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No X___

Present sidewalks, Length: ________feet; Width:________feet

Distance between present sidewalks: ________feet

Are sidewalks to be constructed as part of project? Yes____ No____

Width of sidewalks to be constructed: ________feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_______feet N.___ S.___ E.___ W.___

_______feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes____ No____; Width: _______feet

Remarks____

____

STORM SEWERS -

Now in place? Yes____ No X___

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: ________feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes____ No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X___ No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: __4.5__ feet

Remarks____

____

____

SCA

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3.5 feet

Remarks ___

___

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.~~)

To be constructed as part of project? Yes ___ No X

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? ___

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks ___

___

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes X No ___

Which company? Pacific Power & Light Company
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes X No ___

Which company? General Telephone Co. of the Northwest.

Railroad tracks? Yes ___ No X

Which company? ___

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks ___

___

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading?	Yes x	No
Clearing?	Yes	No
Base rock?	Yes	No
Concrete curbs?	Yes	No
Driveways?	Yes	No

Remarks

GENERAL INFORMATION:

Are city finances available? Yes x No

When available? Date

Has city established grade on street? Yes No x
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: none

General remarks:

By George Dawson
Mayor

By Edna Kiel
City Recorder or ~~City Manager~~

By
City Engineer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 27, 1975

Salem, Oregon

FILE: Br. 4869A

FROM: Jack Davis Jack Davis
Foundation Engineer

TO: Mr. J. H. Versteeg
Road Design Engineer

SUBJECT:

Spring Creek Bridge
Spring Creek-Lostine Sec.
Wallowa Lake Hwy.
Wallowa Co.

It is presently planned to replace the existing Spring Creek Bridge on this project with a concrete double box culvert, for which no foundation report from this office will be required.

Attached are copies of the drill logs for Test Holes 1 and 2 and the Foundation Data Sheet, Drawing No. 30400, for your use.

JLD/ag
Attachs.
cc R. W. Ellison

Versteeg
A. Olson
1 Terpin T
Scott
2 Swenson

R. Olson
Trout

RECEIVED
FEB 28 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Form E-28 (Rev. 8-66) SP*F459

O ON STATE HIGHWAY DEPARTM

BRIDGE FOUNDATION EXPLORATION LOG

Bridge No. ~~4896~~ 4869 * Bridge Location SPRING CREEK BRIDGE

Date 2-20-75, ~~196~~ * Highway WALLOWA LAKE County WALLOWA

Prefix 32-1301 Exploration Equipment Used MOBILE B40

* Show Bridge No. and Date only on all holes after first.

Sta. 11+20 Lft. ......, C. L. ...... Rt. 20' Suf. Elev. 3001^{5} Hole No. 1 of 2 **

** Show total number of holes on last log.

DEPTH FROM - TO Grnd. Surf.	DATE	DESCRIPTION OF MATERIAL AND RATE OF DRILLING	RESISTANCE SOUNDINGS BLOWS PER FT. ***	% CORE RECOV. SAMPLE
0-10		BLACK SANDY CLAY WITH SMALL GRAVELS N-1 (5-6½)	2,2,2/6"	
10-20		DENSE SAND & GRAVELS TO 1½" DIA. SAND IS SLIGHTLY PLASTIC N-2 (10-11½)	6,13,13/6"	
		M-1 (15-18)	30,31/12-	25/5"
20-31		WELL FRACTURED FINE GRAINED BASALT. CORE #1 (20-25)		100%
		CORE #2 (25-28)		100%
		CORE #3 (28-31)		100%
SAMPLE Show Cumulative		WATER LEVEL at 7' feet depth		

NOTE: Mail copies at END OF HOLE. Show zones for all samples taken. Show water level after waiting period. Show length of waiting period.

REMARKS: Used 20' N casing.

*** Use letters "N" and "M" for type of test.

"N"—Standard Split-Barrel Sampler Tests—No. 2

"M"—Oregon Miniature Pile Tests—No. 1

Driller JOHNSON

Supervisor VERN MOORE

cc: Bridge Engineer (white) Supervisor (green)
Resident Engineer (pink) Driller (yellow)

Spring C.K. Bridge

Oregon State Highway Department

BRIDGE FOUNDATION FIELD EXPLORATION DATA

e No. 486 ~~4896~~
or Pier No.
e No. 1 of 2

Project Spring CK - Lostine
Line, Sta. 11+20 Lt. C. L. Rt. 20'

Date 9/16/74
Driller Johnson
Equip. Mobile

30015

Depth	Sample—Size Depth	140#/30" BL./FT.	Pile Test—Depth	140#/12" BL./FT.	Core—Size Depth	Rate of Drilling	Percent Recovered	Casing—Size Depth	Ground Water—Depth	Moisture Content	Material Hardness	Description of Soil-Gravel-Mixture Type Rock or Shale	Date
					NX			N					
1													
2													
3													
4												Black sandy clay	
5		2 2 2 2/6"										with small	
6									↓			gravels.	
7													
8													
9													
10		6 13 13/6"										Sand & small	
11												gravel. Sand is	
12												slightly plastic.	
13													
14												Sand & gravels	
15			↓	30								to 20'. Gravels	
16			↓	31								up to 1½".	
17			↓	25/5"									
18													
19								↓					
20												well fractured,	
21												fine grained	
22												basalt from 20'	
23												to 31'.	
24					↓		100						
25													
26													
27					↓		100						
28													
29													
30					↓		100					Bottom of Hole.	
31													
32													
33													
34													
35													
36													
37													
38													
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41													
42													
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RECEIVED
SEP 25 1974
BRIDGE DIVISION

Form E-28 (Rev. 8-66)

SP*F439

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE FOUNDATION EXPLORATION LOG

Bridge No. ~~4896~~ 4869 * Bridge Location SPRING CREEK BRIDGE

Date 2-20-75 ~~196~~ * Highway WALLOWA LAKE County WALLOWA

Prefix 32-1301 * Exploration Equipment Used MOBILE B-40 ROTARY

* Show Bridge No. and Date only on all holes after first.

Sta. 11+53 Lft. 24', C. L. Rt. Suf. Elev. 2999± Hole No. 2 of 2 **

** Show total number of holes on last log.

DEPTH FROM - TO Grnd. Surf.	DATE	DESCRIPTION OF MATERIAL AND RATE OF DRILLING	RESISTANCE SOUNDINGS BLOWS PER FT. ***	% CORE RECOV. SAMPLE
0-9'		SOFT BLACK FINE SANDY CLAY WITH SMALL GRAVELS.		
		N-1 (0-1½)	2,2,1/6"	
		N-2 (5-6½)	1,1,10/6"	
9-22½		VERY DENSE SAND AND LARGE GRAVELS.		
		CORE #1 (9-14)		80%
		M-1 (15-)	25/5"	
		CORE #2 (16½-20)		80%
22½-32½		FINE GRAINED BASALT.		
		CORE #3 (22½-25)		100%
		CORE #4 (25-28)		100%
		CORE #5 (28-32½)		100%
SAMPLE Show Cumulative		WATER LEVEL at 4' feet depth		

NOTE: Mail copies at END OF HOLE. Show zones for all samples taken. Show water level after waiting period. Show length of waiting period.

REMARKS: USED 22½ FT. B CASING.

*** Use letters "N" and "M" for type of test.

Driller JOHNSON

"N"—Standard Split-Barrel Sampler Tests—No. 2

"M"—Oregon Miniature Pile Tests—No. 1

Supervisor VERN MOORE

cc: Bridge Engineer (white) Supervisor (green)
Resident Engineer (pink) Driller (yellow)

Spring Ck. Bridge

Oregon State Highway Department

BRIDGE FOUNDATION FIELD E. ORATION DATA

No. 48-9
r Pier No.
No. 2 of 2

Project Spring Ck - Lostine
Line, Sta. 11+53 Lt. 24' C. L. Rt.

Date Sept. 18
Driller Johnson
Equip. Fichik

2999'

Depth	Sample—Size Depth	140#/30" BL./FT.	Pile Test—Depth	180#/18" BL./FT.	Core—Size Depth	Rate of Drilling	Percent Recovered	Casing—Size Depth	Ground Water—Depth	Moisture Content	Material Hardness	Description of Soil-Gravel-Mixture Type Rock or Shale
1		3 2 2 1/6"			BX			B				Black fine sandy
2												soil slightly
3												plastic
4												
5												
6		1 1 1 10/6"										Black sandy
7												Clay with small
8												gravels.
9												
10												
11												Sand & large
12												gravels.
13												
14							80					
15												
16				25/5"								
17												
18												Sand & large
19												gravels.
20							80					
21												
22												
23												
24												
25							100					
26				25/1"								Fine grained
27												fractured basalt
28							100					from 22½' to 32½'
29												
30												
31												
32												
33							100					Bottom of Hole.
34												
35												
36												
37												V. Moore
38												
39												
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42												
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RECEIVED
SEP 25 1974
BRIDGE DIVISION

9773 10

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
February 26, 1975

FROM: Dale D. Allen *Dale D Allen*
Regional Construction Engineer

SUBJECT: Quarry Development Plen
Spring Creek-Lostine

TO: Frank E. Terpin
Final Design Engineer

SALEM

Attached is a Surface Mining Permit, with required signatures and preliminary development plan with cross sections for the proposed material source on the above project.

This source should be listed as a prospective source. Please send copies of the preliminary development plan to the Regional Geologist, Vernal Moore, and one copy to this office.

Versteeg
A. Olson
/ Terpin T
Scott
Copy Letter Swenson
R. Olson
Orig Applic Trout

RECEIVED
FEB 28 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
Bond
Cox
Eriksen
Hager
Road
Ro per
Watson
Work
Return Discuss Do File Copy
BY FINAL DESIGN ENGINEER

3-6-75
All data, attached data added to job file in Final Design 21388

DDA:je
Attachments

10

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

January 22, 1975

Salem, OR 97310

SUBJECT: Spring Creek Bridge Section
Spring Creek-Lostine Section
Wallowa Lake Highway
Wallowa County

TO: File

Spring Creek bridge is located on the Wallowa Lake Highway approximately 1.7 miles southeast of the town of Wallowa. The existing structure is a 19-foot span, timber stringer bridge on vertical abutments and was built in 1950.

The field has investigated two alternates. Alternate One calls for construction of a slab span bridge at the same location as the existing structure. This alternate would minimize road closure time. Alternate Two calls for construction of a double 8'x6' RCBC on a 36° skew to centerline and a short channel change. According to field estimates this proposal would be less costly than Alternate One but would require a longer road closure time which may be a significant consideration. Both of these alternates are hydraulically similar.

A third alternate is proposed by this office which combines the short road closure time of Alternate One and the economics of Alternate Two. It is suggested that consideration be given to constructing twin 9'-6" x 6'5" structural plate pipe arches placed a maximum of one-foot apart with grout or vibrated pea gravel placed between them up to the spring-line of the pipes. If grout is used care should be taken to prevent vertical displacement of the pipe (This can be accomplished by placing temporary weights on top of the culvert during grouting, such as 1-2 55-gal. barrels of concrete as may be required). Pea gravel vibrated with a concrete vibrator to ensure maximum compaction would be a suitable alternate to grout and would require less construction time. In either case horizontal displacement of the pipes may require that backfilling be done in 8-inch lifts alternating between the outside and inside areas. Bedding should be shaped to conform with the curvature of the bottom plates. This proposal which is shown on Figure II should require no more than a two-day road closure. Headwalls and wingwalls can be constructed after the road has been opened to traffic. A detailed cost comparison should be made to determine the economics of this installation. Alternate Three is hydraulically similar to the other proposals.

HYDROLOGY

Determination of runoff amounts for Spring Creek is complicated by diversions which occur upstream at intersecting irrigation canals. Spring Creek ordinarily would drain an area of 14.7 square miles which includes 7.10 square miles of drainage from Allen Canyon, 5.9 square miles of hillside drainage intercepted by Westside Ditch and 1.7 square miles of drainage downstream from Clear Water Ditch. Regional analysis of streamflow data indicates that a basin this size could generate the following peak flows.

RECEIVED
JAN 22 1975
ROAD DESIGN SECTION

V Versteeg
A. Olson
2 Terpin F
Scott
Swenson
R. Olson
Trout

[illegible] ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO
Beard
Cole
Eriksen
Hager
Reed
[✓ Sample]
Watson
Wolfe
Return Discuss Do [✓ File Copy] Due
BY FINAL DESIGN ENGINEER

10-year	590 cfs
25-year	680 cfs
50-year	740 cfs

Spring Creek drainage, however, is crossed by the Clear Water Irrigation Ditch which during peak runoffs diverts unknown amounts of water to the City of Wallowa. During extreme floods, water overtops the ditch and continues northward to the highway. According to Tom Willet, dairy farmer adjacent to bridge site, the existing bridge opening operates full on an average of about once in eight years. The channel is full partly because of ice accumulations of two to three feet; however, this ice does not appear to be a serious problem. His description of flooding tends to indicate that peak flows of the magnitude given above are not seen at the bridge.

HYDRAULICS DESIGN

Since it is not possible to determine from the information available the amount of water diverted into Clear Water Ditch, it was decided to design the new facility to match the hydraulic capacity of the existing bridge using a 50-year discharge of 740 cfs. Under this condition the existing structure would produce a backwater of about 1.5 feet. Alternate Two and Alternate Three would also produce about this same backwater.

The culvert alternates with minor channel change work would improve the hydraulics of this crossing by providing a straight alignment for water into the culvert which is essential if dual installations are used. For this reason the culvert alternates are favored.

Jim Lauman, Oregon Wildlife Commission, has been consulted and he has indicated that resident trout and steelhead inhabit Spring Creek. Steelhead use this stream for spawning during the months of March through May. Of the three alternates proposed for this project, the bridge alternate and the pipe arch alternate are preferred by the Wildlife Commission. He recommended that the culvert invert be placed a minimum of 0.5-foot below the channel flowline and that the pipe grade be less than 0.5% if possible. Both of these suggestions are for the purpose of reducing flow velocities in the culvert to a more natural state.

Richard L. Lenz
Hydraulics Engineer

by Stephen H Macnab
Stephen H. Macnab
Asst. Hydraulics Engineer

SHM:jk

cc: Victor D. Wolfe
J. H. Versteeg
Walter J. Hart
Gary Potter
W. E. Schwartz

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR (NA)
Discharge – c.f.s.	740	NA	NA
Frequency – yrs.	50	100	NA
H.W. Elevation Natural Channel	3001.5	NA	3000º
H.W. Elevation Channel Change			
Ave. Velocity – f.p.s.			

NOTE FOR CANAL:

"Design Flood" = Design Flow

"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

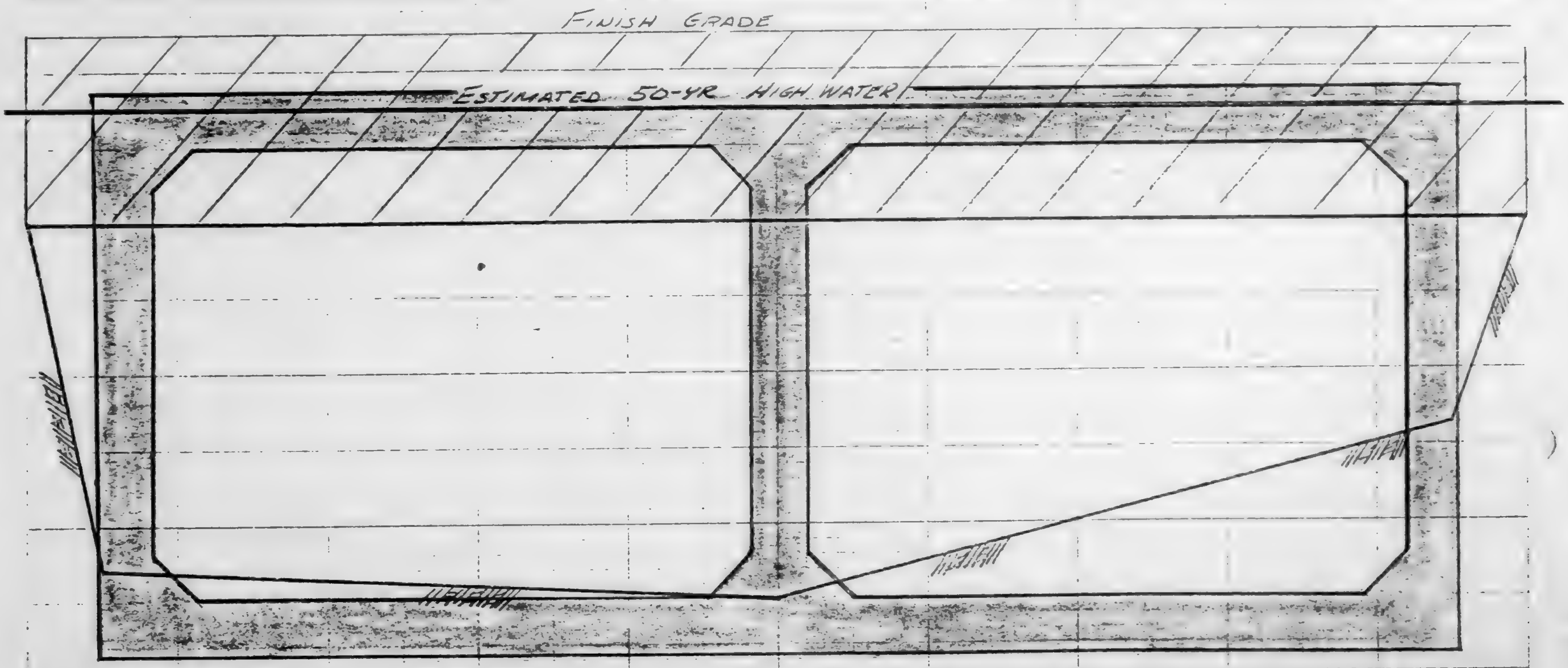
SPRING CREEK BRIDGE
SPRING CR – LOSTINE SECTION

COMPILED BY	DATE
MACNAB	1/14/75

FIGURE I

CROSS SECTION OF EXISTING BRIDGE

DOUBLE 8'x6' RCBC

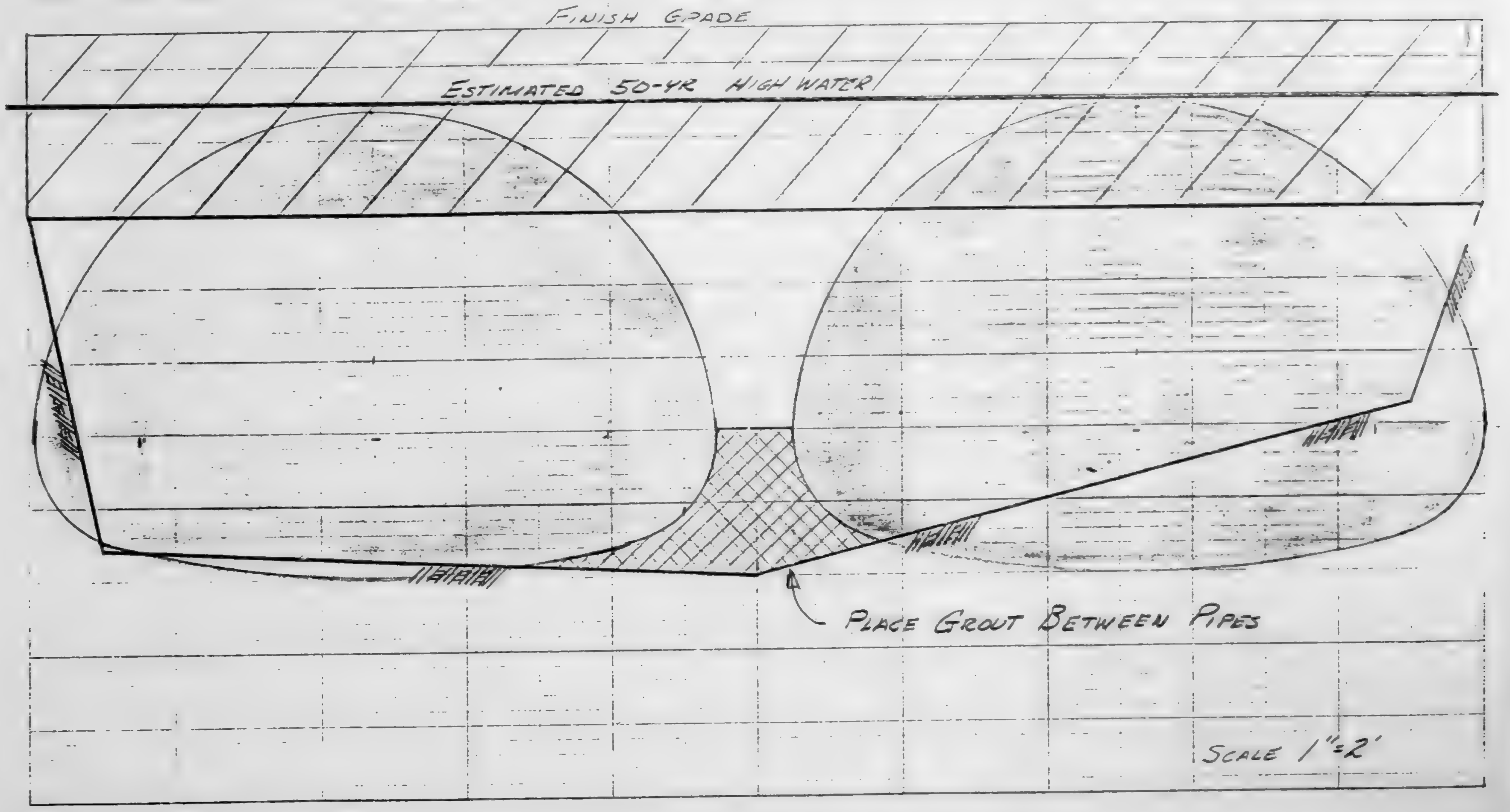

FINISH GRADE
ESTIMATED 50-YR HIGH WATER

SCALE 1"=2'

FIGURE II

CROSS SECTION OF EXISTING BRIDGE

TWIN 9'-6" X 6'-5" STRUCTURAL PLATE PIPE


FINISH GRADE
ESTIMATED 50-YR HIGH WATER
PLACE GROUT BETWEEN PIPES
SCALE 1"=2'

8374 The Dalles-Fifteenmile Cr. 1976
Sec. of Col. River Hwy.
(Paving, barriers & signing)

8374

February 14, 1979

Mr. Edgar M. Dick
Attorney at Law
601 Washington Street
The Dalles, OR 97058

Dear Mr. Dick:

As requested in your letter of February 3 to Dale Allen in Bend, we are enclosing a xerox copy of Contract No. 8374 with Coral Corporation for work on The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

Very truly yours,

C. W. Reed
COMMISSION SERVICES

fkn

Encl.

cc Dale Allen
C. T. Kaasey

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 4
P.O. BOX 1249, BEND, OREGON 97701 PHONE 382-1911

February 7, 1979

Edgar M. Dick, Attorney
Dick & Dick
601 Washington Street
The Dalles, OR 97058

RE: Bond for Contract No. 8374
The Dalles-Fifteenmile Creek, Columbia River Highway

Dear Mr. Dick:

Your request for Bond #353B792-4 has been forwarded to our Salem Construction office for their approval and submittal to you. We do not have a signed copy of the performance bond in this office. You should hear from them within the next few days.

If you have any questions, please call.

Yours very truly,

Richard O. Havig
Region Office Engineer

ROH:mr

~~cc:~~ C. T. Keasey (For your approval and submittal)

NOTED
C. W. HEAD

2-8-79
XC: Cecil Head -
Please take appropriate action.
W. Richards

RECEIVED
FEB 8 1979
CONSTRUCTION SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer
Jackmond
Johnson
Inloes

P.S. - E. M. Dick called requesting copy of contract as well as bond. He would like a conformed copy. WR

DICK & DICK
ATTORNEYS-AT-LAW
601 WASHINGTON STREET
TELEPHONE 296-2152
THE DALLES, OREGON
97058

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK
JAMES M. HABBERSTAD
WILLIAM G. DICK II

February 5, 1979

Mr. Dale Allan
Oregon State Highway Department
Bend, Oregon 97701

Dear Mr. Allan:

I represent Melroy Brace of B & B Towing, The Dalles, Oregon who has not been paid on a contract with The Dalles - 15 Mile Creek Section, Columbia River Highway project. Another claim that has been filed and we are in the position to bring a action against Odd Six Corporation, a sub-contractor for Coral Corporation and the Travelers Indemnity Company which is their surety. The Coral Corporation contract was #8374 and the Bond number was 353B792-4. I would like to have a copy of the bond so that I can proceed on it, and if you would be so kind enough to forward one to me, I would greatly appreciate it.

Yours truly,

EMD:kjm

ROE RE RCE PLA FAE
RTE RECEIVED GEO
RUE FEB 7 1979 RDE
RSO REGION 4 RBE
ASSIGNED__________

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

cc: State (H. S. Coulte

Washington, D.C. (HHO-32)

U.S. ARTMENT OF TRANSPORTATION
FE. AL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Wasco	DIVISION Oregon
DATE OF REPORT 10/3/78	REPORT MADE BY David B. Carter, Area Engineer		PROJECT NO. I-80N-3(72)82
COMPLETION DATE May 25, 1977	ACCEPTANCE DATE BY CONTRACT AGENCY November 14, 1977	TIME ELAPSED $\frac{338}{330} = 102\ \%$	CONTRACT TIME 330 calendar days
APPROVED EXTENSIONS 5 calendar days	LOCATION Columbia River Hwy. in Wasco County, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

RECEIVED
STATE HWY ENGR
OCT 12 '78

FOR						
Info	Inves	R/D	D R	Sign	Act	File

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

THE DALLES-FIFTEEN MILE CREEK SECTION
COLUMBIA RIVER HIGHWAY
Paving, Barriers and Signing

10-12
cy Keasey

This project provided for the installation of concrete median barriers, signing and miscellaneous safety improvement work on this 5.87 mile section of the Columbia River Highway.

The project was awarded to Coral Corporation on June 4, 1976, in the amount of $535,570.10. The time count for the project began June 22, 1976, with work commencing on July 5, 1976.

The project was completed on May 25, 1977, at which time 338 calendar days had been used. The contract provided for 330 calendar days so the contractor used an additional 8 calendar days. A 5 calendar day time extension has been granted to the contractor resulting in liquidated damages being charged for a net total of three days.

The final amount for the original contract items was $490,362.70 or an 8.5 percent underrun of the original contract items in the amount of $535,570.10. The final project cost including engineering was $561,511.81.

COPY SENT
OCT 11 1978
Washington

All signing and striping is complete.

All participating items are complete.

A final inspection of the project was made on May 24, 1977.

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by D. B. Carter Area Engr. David B. Carter		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 10-11-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8374

8

March 6, 1978

Cornett Bros. Equipment Co.
27206 S.E. Chase Road
Gresham, OR 97030

Gentlemen:

Thank you for your letter of February 28 advising us that you are releasing your claim against Odd-6 Corporation, subcontractor, on Contract No. 8374.

Our records indicate this is in connection with your equipment rental claim in the amount of $471.04 against Coral Corporation, The Dalles-Fifteenmile Creek Section in Wasco County.

This information is being noted in our records and we will advise the surety and prime contractor that you are releasing the claim.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

cc The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

Coral Corporation
135 E. Hereford
Gladstone, OR 97027

NOTED O [illegible]
3-6-78
dda

Cornett Bros. Equipment Co.
27206 S.E. Chase Road
Gresham, Oregon 97030

February 28, 1978

Oregon State Highway Division
Commission Services
Transportation Building
Salem, Oregon 97318

Attn: Cecil Head

Gentlemen:

RE: Odd-6 Corporation
The Dalles-Fifteenmile Cr.
Contract $8374

This is to notify you that we release our claim with the above company and on the Oregon State Highway Dept. contract.

Yours truly,

Sidney B. Cornett
Sidney B. Cornett
Cornett Bros. Equip. Co.

SBC/o

NOTED
C. W. HEAD

RECEIVED
MAR 6 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8374

March 3, 1978

Ornamental Concrete Products
30561 Hayes Lane
Junction City, OR 97448

Attention: Calvin G. Banton

Gentlemen:

Thank you for your letter of February 26 advising us that your claim in the amount of $496 against Odd-6 Corporation has been paid in full.

This appears to be in connection with the Coral Corporation Contract No. 8374, The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

This information is being noted in our records and we will advise the prime contractor and surety that your claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dds

cc

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

Coral Corporation
135 E. Hereford
Gladstone, OR 97027

3 3 78
Noted on card

Ornamental Concrete Products
BUILDING SPECIALTIES COMMERCIAL & INDUSTRIAL
30561 HAYES LN.
JUNCTION CITY, OREGON 97448
Phone: 998-8717

February 26,1978

Department of Transportation
Transportation Building
Salem, Oregon 97310

Attention: C.W.Head

Sir:

On October 24,1977 I sent you a claim letter against Odd-6 Construction Company (subcontractor))working for Coral Corporation,prime contractor for O.S.H.D.contract # 8374,

The amount of the material claim was for the sum of $ 496.00 (four hundred,ninty six dollars).

This claim has been disolved with the payment in full,by Coral Corporation,for Odd-6 Construction Company.

Very truly yours
Calvin G Banton
Calvin G Banton
(owner)

cc
Coral Corporation
P.O.box 248
Gladstone, Oregon 97027

NOTED
C. W. HEAD

RECEIVED
MAR 2 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8374

March 1, 1978

B & B Towing
1424 West 2nd Street
The Dalles, OR 97058

Attention: Bud Brace

Gentlemen:

Thank you for your letter of February 23, 1978, advising us that your claim against Odd-6 Corporation, subcontractor, has been paid in full.

Our records indicate that this is in connection with the Coral Corporation Contract No. 8374, The Dalles-Fifteenmile Cr. Section of the Columbia River Highway in Wasco County.

We will advise the surety and principal contractor of the receipt of this letter.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: The Travelers Indemnity Company
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

Coral Corporation
135 E. Hereford
Gladstone, OR 97027

NOTED ON CARD
3-1-78 kr

TO

Ore State Hiway Division
Cecil Head Commission Services
Transportation Building
Salem, Ore. 97310

FROM

~~Qual Body Shop~~ — B & B Towing
Phone (503) 296-4821 or (503) 296-3761
1424 West 2nd Street
The Dalles, Oregon 97058

SUBJECT contract # 8374

DATE 2/23/78

MESSAGE

The lean we had against this contract # 8374 has been paid in full

SIGNED Bud Brace, owner
Brace Brothers

REPLY

BRACE BROTHERS
1119 W. 2nd St. Ph. 296-3761
THE DALLES, OREGON 97058

NOTED
C. W. HEAD

RECEIVED
[illegible] 27 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

SIGNED

DATE / /

Rediform 4S 472

SEND PARTS 1 AND 3 WITH CARBON INTACT - PART 3 WILL BE RETURNED WITH REPLY.

8374

8

March 1, 1978

Power Rents, Inc.
10380 S.W. Cascade Ave.
Tigard, OR 97223

Attention: Sue Williams

Gentlemen:

Thank you for your letter of February 23, 1978, informing us that you have received full payment on your claim against Odd-6 Corporation, subcontractor.

Our records indicate that this is in reference to the Coral Corporation Contract No. 8374, The Dalles-Fifteenmile Cr. Section of the Columbia River Highway in Wasco County.

This information is being noted in our records and we will advise all interested parties.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:kkr

cc: The Travelers Indemnity Company
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

Coral Corporation
135 E. Hereford
Gladstone, OR 97027

NOTED ON CARD
3-1-78 (kr)

POWER RENTS, INC. 10380 S.W. CASCADE AVE., TIGARD, OREGON 97223, PHONE 620-1235

February 23, 1978

Oregon State Highway Division
Cecil Head - Commission Services
Transportation Building
Salem, OR 97310

Dear Mr. Head:

This is in reference to Odd-6 Corporation. We wish to notify Oregon State Highway Division of our release on this contract.

We have received full payment on our claim, job contract number 8374 (The Dalles-Fifteenmile Cr.).

Thank you for your cooperation.

Yours truly,

Sue Williams

Sue Williams
POWER RENTS INC.

NOTED
C. W. HEAD

RECEIVED
FEB 24 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8374

February 13, 1978

Coral Corporation
P. O. Box 248
Gladstone, OR 97027

Attention: Larry Arnold

Gentlemen:

Thank you for your letter of January 31 with attached releases of claims filed against your Contract No. 8374, The Dalles-Fifteenmile Creek Section in Wasco County as follows:

United Equipment, Inc., dated January 25, 1978, in the amount of $785.13.

Power Rents, Inc., dated January 24, 1978, in the amount of $696.76.

Ornamental Concrete Products, dated January 16, 1978, in the amount of $496.

Bi-State Redi Mix, dated January 16, 1978, in the amount of $8,453.34.

Brace Bros., dated January 16, 1978, in the amount of $2,027.06.

Cornett Bros. Equipment Co., dated January 17, 1978, in the amount of $471.04.

This information is being noted in our records.

Very truly yours,

NOTED O
2-13-78

C. W. Head
COMMISSION SERVICES

CWH:dda

cc The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 248
GLADSTONE, OREGON 97027

January 31, 1978

Oregon State Highway Division
Cecil Head, Commission Services
121 Transportation Building
Salem, Oregon 97310

RE: The Dalles-Fifteenmile Creek
Contract #8374

Dear Mr. Head:

Enclosed are copies of the releases we received from Odd-6 Corporation's creditors who filed claims against our bond on the above contract.

We have requested that these companies confirm directly with you the release of their claim.

If you have any questions, please let us know.

Sincerely,

Larry Arnold

Larry Arnold
Accountant

LA/sls

Enclosure

RECEIVED
FEB 2 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE

For and in consideration of payment in the amount of $785.13, the undersigned hereby releases and forever discharges Odd-6 Corporation, Coral Corporation and Travelers Indemnity Company from any and all claims and liabilities or demands in connection with Oregon State Highway Division Contract No. 8374, The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

United Equipment, Inc.

by

Subscribed and sworn to before me this 25 day of Jan., 1978

Nancy K. Hibbard
Notary Public

RECEIVED
FEB 2 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE

For and in consideration of payment in the amount of $696.76, the undersigned hereby releases and forever discharges Odd-6 Corporation, Coral Corporation and Travelers Indemnity Company from any and all claims and liabilities or demands in connection with Oregon State Highway Division Contract No. 8374, The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

Power Rents, Inc.

by

Subscribed and sworn to before me this 24th day of January, 1978

Gladys Baker
Notary Public
My commission expires 10/31/1978

RECEIVED
FEB 2 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE

For and in consideration of payment in the amount of $496.00, the undersigned hereby releases and forever discharges Odd-6 Corporation, Coral Corporation and Travelers Indemnity Company from any and all claims and liabilities or demands in connection with Oregon State Highway Division Contract No. 8374, The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

Ornamental Concrete Products

by Calvin L. Barton

Subscribed and sworn to before me this 16th day of January, 19 78

Elizabeth K. Peden
Notary Public
My Commission Expires August 24, 1980

RECEIVED
FEB 2 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE

For and in consideration of payment in the amount of $8453.34, the undersigned hereby releases and forever discharges Odd-6 Corporation, Coral Corporation and Travelers Indemnity Company from any and all claims and liabilities or demands in connection with Oregon State Highway Division Contract No. 8374, The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

Bi-State Radi Mix

by Randall S Johnson

Subscribed and sworn to before me this 16th day of JANUARY, 1978

Notary Public

RECEIVED
FEB 2 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE

For and in consideration of payment in the amount of 2027.06, the undersigned hereby releases and forever discharges Odd-6 Corporation, Coral Corporation and Travelers Indemnity Company from any and all claims and liabilities or demands in connection with Oregon State Highway Division Contract No. 8374, The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

Brace Brs.

by McIlroy Brace

Subscribed and sworn to before me this 16th day of January, 1978

Evelyn N. Motherhead
Notary Public
Comm. expires 12-8-80

RECEIVED
FEB 2 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RELEASE

For and in consideration of payment in the amount of $471.04, the undersigned hereby releases and forever discharges Odd-6 Corporation, Coral Corporation and Travelers Indemnity Company from any and all claims and liabilities or demands in connection with Oregon State Highway Division Contract No. 8374, The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

Cornett Bros. Equipment Co.

~~by~~ Sidney B. Cornett

Subscribed and sworn to before me this 17 day of Jan, 1978

C. H. Overland
Notary Public
My Comm expires Sept 13, 1980

RECEIVED
FEB 2 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

2

February 13, 1978

United Equipment, Inc.
7606 N.E. Union Avenue
Portland, OR 97211

Attention: Nancy Karen

Gentlemen:

Thank you for your letter of February 3 informing us that you are releasing all claims against Odd-6 Corporation.

You state this is in reference to Contract No. 8374, Coral Corporation, prime contractor, for work on The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

This information will be noted in our records and we will advise all interested parties.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

cc
The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

Coral Corporation
135 E. Hereford
Gladstone, OR 97027

NOTED O
2-13-78

TO

Dept. of Transportation
Transportation Building
Salem, OR 97310
ATTN: C.W. Head, Commission Services

FROM
UNITED EQUIPMENT, INC.
7606 N. E. UNION AVENUE
PORTLAND, OREGON 97211
Telephone 503/283-2105

DATE: Feb. 3, 1978

SUBJECT:

FOLD ↑

Dear Mr. Head:

We received full payment on Contract #8374 with Odd-6 Corporation, The Dalles-Fifteenmile Cr. as of today and are releasing all claims on this contract. Thank you!

Yours very truly,

Nancy Karen

Nancy Karen
Bookkeeper

PLEASE REPLY TO ⟶ SIGNED

REPLY

RECEIVED
FEB 7 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

DATE: SIGNED

GRAYARC CO., INC., BROOKLYN, N. Y. 11232

THIS COPY FOR PERSON ADDRESSED

8374

2

February 13, 1978

Bi-State Redi-Mix
P. O. Box 536
Hood River, OR 97031

Attention: Randall S. Johnson

Gentlemen:

Thank you for your letter of February 3 informing us that you have received a check in the amount of $8,543.34 which satisfies your claim for materials furnished.

This appears to be in connection with the Coral Corporation Contract No. 8374, for work on The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

This information is being noted in our records and we will advise the surety and the prime contractor of the receipt of your letter.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:dda

cc The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

Coral Corporation
135 E. Hereford
Gladstone, OR 97027

NOTED 0
2-13-78

BI-STATE REDI-MIX
P. O. BOX 536
HOOD RIVER, OREGON 97031
PHONE 386-2771
THE DALLES OFFICE 298-1251

Feb. 3, 1978

State of Oregon
% Cecil Head , Commission Service
State Transportation Building
Salem, Oregon 97310

Re: Odd 6 Corporationn
The Dalles,Fifteenmile Cr.
Contract #8374

Gentlemen:

We have received a check in the amount of $8543.34 to satisfy our claim on materials furnished on the referenced contract.

Please regard this, as a release for payment in full.

Very turly yours

Randall S J

Randall S Johnson
General Manager

CC: Coral Corp.
Odd 6 Corp.

RSJ/bc

RECEIVED
FEB 7 1978
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8374

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 26, 1978

The Oregon Bank
Oregon City Branch
P.O. Box 311
Oregon City, OR 97045

Re: Coral Corporation
Contract 8374

Gentlemen:

This project has been finalled. The deposit held in lieu of retainage for Coral Corporation may be released to the contractor.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Coral Corporation

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8374

8

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
DEC 14 1977
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
DEC 13 1977
PAULUS
OF STATE

December 12, 1977

United Equipment, Inc.
7606 N. E. Union Avenue
Portland, OR 97211

Attention: Dick Hibbard
President

Gentlemen:

This will acknowledge receipt of your letter of December 5 stating that Odd-6 Corporation (subcontractor) owes you for equipment rental in the amount of $858.47.

This appears to be in connection with the Coral Corporation Contract No. 8374, for work on The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

The Travelers Indemnity Company through Corroon and Black of Oregon furnished the bond on this contract. We will advise them of the receipt of this claim and we will also file it with the Secretary of State.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD
C. W. Head
COMMISSION SERVICES

NOTED ON CARD
12-15-77

NOTED
C. W. HEAD

CWH:fkn

cc Coral Corporation
The Travelers Indemnity Co.
Corroon & Black of Oregon

Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
DEC 15 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

United Equipment, Inc.

December 5, 1977

Oregon State Highway Division
121 State Highway Building
Salem, OR 97310

Attention: Cecil Head, Commission Services

Dear Mr. Head:

Notice hereby is given that the undersigned United Equipment, Inc. has a claim for rental of a Thomsen A4.5 Grout Pump with hose provided to Odd-6 Corporation, a subcontractor, in the sum of 858.47 dollars against the bond taken from Traveler's Indemnity Co., surety for the work of Oregon State Highway Division Contract No. 8374, The Dalles - Fifteenmile Creek Section of the Columbia River Highway.

Yours very truly,

Dick Hibbard

Dick Hibbard
President

DH/mjm

RECEIVED
1977
[illegible]

NOTED
C. W. HEAD

7606 NE Union Avenue, Portland, Oregon 97211 • Telephone 503/283-2105

8374

8

November 21, 1977

The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On November 15, 1977, we wrote to you concerning release of final payment on Contract No. 8374 awarded to Coral Corporation for work on The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

The total contract amount is $497,819.06 including $286.40 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

kkr

cc: Coral Corporation
135 E. Hereford
Gladstone, OR 97027

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8374

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 16, 1977

Coral Corporation
PO Box 258
Gladstone, OR 97027

Attention: Larry Arnold,
Accountant

Re: Contract 8374

Per your letter of November 7th $26,000 is being transferred to the unallocated account.

This leaves $2,500 on deposit for contract 8374 and $32,500 unallocated.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:mm

cc: The Oregon Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C.W. HEAD

8374

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

November 3, 1977

Coral Corporation
P.O. Box 258
Gladstone, OR 97027

Attention: Larry Arnold
Accountant

Re: Contract 8374

Retainage requirements on this project have been reduced to $2,500.

You presently have $35,000 deposited in lieu of retainage. $6,500 is unallocated and $28,500 is applicable to contract 8374. An additional $26,000 may be released or transferred to unallocated.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

cc: The Oregon Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

8374

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ORMA PA LUS
OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 1, 1977

Cornett Brothers Equipment Company
27206 S.E. Chase Road
Gresham, OR 97030

Attention: Harlin Cornett

Gentlemen:

This will acknowledge receipt of your letter of October 27, 1977, informing us that Odd-6 Corporation (subcontractor) owes you $471.04 for equipment rental.

From the description given in your letter, this appears to be in reference to Coral Corporation Contract No. 8374, The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

The Travelers Indemnity Company through Corroon and Black of Oregon furnished the bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
11-7-77

CWH:dda

cc The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Coral Corporation
135 E. Hereford
Gladstone, OR 97027

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

3 1977
DEPARTMENT OF TRANSPORTATION

bc Secretary of State: ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

CORNETT BROTHERS EQUIPMENT COMPANY
27206 S.E. Chase Road
Gresham, Oregon

October 27, 1977

Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Attention: Cecil Head

To: Oregon State Highway Division

Notice hereby is given that the undersigned Cornett Brothers Equipment Company has a claim for equipment rental to Odd-6 Corporation a subcontractor for Coral Corporation in the sum of Four Hundred Seventy-one Dollars and Four Cents (471.04) against the bond taken from Coral Corporation, principal and Travelers Indemnity Company, surety for the work concerning Oregon State Highway Division Contract No. 8374, The Dalles - Fifteenmile Creek Section of the Columbia River Highway.

Sincerely,

Cornett Brothers
Equipment Company

Harlin Cornett
Harlin Cornett-Owner

RECEIVED
OCT 31 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

8374

8

ROBERT W. STRAUB

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
1977
SECRETARY OF STATE

RECEIVED
NOV 2 1977
PAULUS
STATE

November 1, 1977

Ornamental Concrete Products
30561 Hayes Lane
Junction City, OR 97448

Attention: Calvin G. Banton

Gentlemen:

This will acknowledge receipt of your claim letter of October 24, 1977, with attached invoice indicating that Odd-6 Construction Company (subcontractor) owes you for materials in the amount of $496.

This appears to be in connection with Coral Corporation Contract No. 8374, The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

The Travelers Indemnity Company through Corroon and Black of Oregon furnished the bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
11-7-77

CWH:dda

cc The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

Coral Corporation
135 E. Hereford
Gladstone, OR 97027

RECEIVED
NOV 3 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc Secretary of State: Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

Ornamental Concrete Products
BUILDING SPECIALTIES COMMERCIAL & INDUSTRIAL
30561 HAYES LN.
JUNCTION CITY, OREGON 97448
Phone: 998-8717

October 24, 1977

State of Oregon
Cecil Head, Commission Services
STate Transportation Bldg.
Salem, Oregon 97310

Dear sir;

Notice is hereby given that the undersigned, Ornamental Concrete Products, has a claim for 2 sets of M-0 frames and grates @ $172.00 each and 2 sets of G-2MA frames and grates @ $76.00 each delivered to Odd-6 Construction Company (sub-contractor of Coral Corporation). These materials were sent to the sum of $496.00 against the bond taken from Coral Corporation, principal, and Travelers Indemnity Company, surety for the work of Oregon State Highway Division Contract # 8374, The Dalles-Fifteenmile Creek Section of the Columbia River Highway.

Sincerely,
Calvin G Banton
Calvin G. Banton

RECEIVED
OCT 27 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

PHONE 998-8717 CUSTOMER'S INVOICE MAILING ADDRESS:
1385 HAYES LANE

Ornamental Concrete Products

EVERYTHING FOR THE PATIO AND GARDEN
PLANT LOCATED AT 1385 HAYES LN, JUNCTION CITY

JUNCTION CITY, 4-12-77 19~~77~~

CHARGE TO Odd-G Construction Co.

ADDRESS
OSHD job # 8374

DRIVER ______ PURCHASE ORDER NO. ______

PERSONAL NOTICE: WE RESERVE THE RIGHT TO CLAIM LIEN FOR ALL LABOR AND MATERIAL FURNISHED ON THIS JOB ACCORDING TO OREGON CODE AS AMENDED SECTION 87-101 ET. SEC.

PIECES	SIZE	~~COLOR~~	DESCRIPTION	AMOUNT	PRICE
2 sets		M-	D frames & grates	172.00	344.00
2 sets		G-	2MA frames & grates	76.00	152.00
			net		496.00

sent by Silver Wheel Freight
to the Dalles - job # 8374

NOTICE — SHORTAGE OR BREAKAGE CLAIM MUST BE MADE WITH DRIVER AT TIME OF DELIVERY

№ 3187 INVOICE NO.
RECEIVED BY ______

8374

9

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

5220

FILED
OCT 5 1977
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
OCT 5 1977
NORMA PAULUS
SECRETARY OF STATE

RECEIVED
[illegible] 4 1977
[illegible]

October 4, 1977

Bi-State Redi-Mix
P. O. Box 536
Hood River, OR 97031

Attention: Randall S. Johnson

Gentlemen:

This will acknowledge receipt of your notice of claim dated September 29, 1977, stating that Odd Six Corp., subcontractor, owes you for ready mix concrete in the amount of $8,972.06.

This appears to be in reference to the Coral Corporation Contract No. 8374, The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

The Travelers Indemnity Company, Corroon & Black of Oregon, furnished the bond on this contract which is given to assure completion of the job and payment of all bills incurred in it.

We will advise the surety and the prime contractor of the receipt of this claim and will also forward it to the Secretary of State for filing. Please advise this office when this claim has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
10-6-77

CWH:kkr

cc: The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Coral Corporation
135 E. Hereford
Gladstone, OR 97027

NOTED
C. W. HEAD

bc: Hon. Norma Paulus - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

BI-STATE REDI-MIX
P. O. BOX 536
HOOD RIVER, OREGON 97031
PHONE 386-2771
THE DALLES OFFICE 298-1251

Sept 29, 1977

State of Oregon
% Cecil Head, Commission Services
State Transportation Bldg.
Salem, Oregon

Dear Sir,

Notice is hereby given that the undersigned , Bi State Redi Mix Co., has a claim for the manufacture and delivery, to sub-contractor Odd Six Corp., of ready mix concrete in the sum of $8,972.06 dollars, against the bond taken from Coral Corp, principal, and Traverlers Indemnity Co., Surety, for the work of Oregon State Highway Contract #8374, The Dalles - Fifteen Mile Creek Section of Columbia River Highway.

Sincerely,

Randall S Johnson
Randall S Johnson
Managing Partner

cc: Coral Corp.

RSJ/bc

RECEIVED
OCT 3 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED

8374

8

September 26, 1977

Coral Corporation
135 E. Hereford Street
Post Office Box 258
Gladstone, OR 97027

Gentlemen:

We have reviewed your request for a complete time extension on Contract No. 8374 for work on The Dalles-Fifteenmile Creek Section on the Columbia River Highway in Wasco County.

Careful consideration was given to the reason you submitted. In light of the available facts, an extension of five days is granted leaving three days of liquidated damages in effect. This is for the actual time it took to repair the failed epoxy bridge joints the second time. Two days weekend time is included in this.

Sincerely,

H. S. Coulter
State Highway Engineer

JAB:fr ia

bc C. T. Keasey
Carl Williams
Robert Church
Richard Hacek
Norm Oliva

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: Sept. 22, 1977

In reply refer to: HB.4-OR

SUBJECT: Oregon Project I-80N-3(72)82
The Dalles-Fifteenmile Creek
Time Extension Request, Contract No. 8374

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

We concur with your determination of a five day time extension for this project.

Our concurrence is based on the circumstances of the work involved and that, except for this incidental work, the project was essentially complete.

G.K. [illegible]
for G. L. Green

RECEIVED
STATE HWY ENGR
SEP 26 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE: September 6, 1977

TO: Glen L. Green, Division Administrator
Federal Highway Administration

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Time Extension Request, Contract 8374
The Dalles-Fifteenmile Creek
FAP No. I-80N-3(72)82

Coral Corporation requests a complete time extension of eight days to repair failed epoxy bridge joints. Some pertinent dates on this project are:

Bids opened	5-27-76	
Contract sent	6-10-76	
Work started	7-6-76	
330 days allowed elapsed	5-18-77	
Project completed	5-25-77	8 days liquidated damages at $150 per day.

This was a safety project to upgrade guardrail and install concrete median barrier and improve signing. About 60 percent of the contract amount covered just two items for 2A guardrail and concrete median barrier and this work was all done about a month before the contract time expired. The Resident Engineer's August 15 report on this time request is enclosed and cites more of the circumstances about the epoxy paving dam installation and subsequent replacement. (There was a bid item for 60 lineal feet of expansion joint and paving dam in the contract.)

The installation was somewhat experimental and the State gained some knowledge from the replacement work. If we recognize some valid basis for extension in these circumstances, we should also include the two days weekend time, making a total of five days and leaving three days of liquidated damages in effect.

Your concurrence is requested.

Att.

JAB:fr ia

bc C. T. Keasey
C. M. Williams
Robert Church
Richard Hacek
Norm Oliva

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8374

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
August 29, 1977

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: The Dalles-Fifteenmile Creek
Contract No. 8374
Request for Time Extension

TO: H. S. Coulter
State Highway Engineer

Coral Corporation requests a complete time extension of eight days to repair failed epoxy bridge joints. Some pertinent dates on this project are:

Bids opened	5-27-76	
Contract sent	6-10-76	
Work started	7- 6-76	
330 days allowed elapsed	5-18-77	
Project completed	5-25-77	8 days liquidated damages at $150 per day.

This was a safety project to upgrade guardrail and install concrete median barrier and improve signing. About 60 percent of the contract amount covered just two items for 2A guardrail and concrete median barrier and this work was all done about a month before the contract time expired. The Resident Engineer's August 15 report on this time request is enclosed and cites more of the circumstances about the epoxy paving dam installation and subsequent replacement. (There was a bid item for 60 lineal feet of expansion joint and paving dam in the contract.)

The field recommends three days extension for the actual time it took to repair and replace the material the second time. This is on the basis that the installation was somewhat experimental and the State gained some knowledge during the sequence of the work. The contractor simply did not work at the replacement very diligently and several days were counted during which there was no activity. Our engineering on the overall job has overrun slightly. If we recognize some valid basis for extension in these circumstances, I think we should also include the two days weekend time, making a total of five days and leaving three days in effect. I believe this would be a good compromise and so recommend.

Under the circumstances, I believe we should submit it to FHWA for concurrence, however. Rough draft letters for that purpose and to the contractor are enclosed.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
SEP 2 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

B.li - 8-17-77

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Portland, Oregon
August 15, 1977

FILE:

Norman L. Oliva

FROM: Norman L. Oliva
Resident Engineer

TO: Carl Williams
Region Engineer

SUBJECT: Request for Time Extension
The Dalles - Fifteen
Mile Creek
Cont. No 8374

ROE RE RCE FAE
RTE RECEIVED GEO
RUE AUG 15 1977 RDE
RSO REGION 4 RBE
ASSIGNED

Enclosed are 4 copies of Contractors Request for Increase of Workdays.

Coral Corporation os requesting a total of 8 Calendar Days from May 18 through May 25, 1977.

The reason for contract time overrun was Interstate Paving Co. had to replace epoxy type paving dams on structure 8924. The paving dams in qestion were originally to be constructed with epoxy, but because of the 24 hour waiting period before traffic is allowed to travel over the dams, the contractor requested we change the epoxy to an epoxy base concrete called Set 45. After conferring with the laboratory and the bridge design section, we decided that if nothing else it could be a good experiment because we needed some type of epoxy membrane that set up quickly, Set 45 seemed to be just the answer. We told the contractor that we would allow Set 45 use providing he replaced it if it failed with the specified epoxy material. The material was installed on April 15, 1977 and on May 12, 1977 we discovered that material did not bond properly to the deck surface. On that date, I told Interstate Paving, the Subcontractor, to remove the material. We received some argument about whose responsibility it was to replace the paving dams but they replaced them under the guidance of the manufacturers representative.

We informed Interstate Paving that if they replaced the paving dams within the first week of contract time overrun, we could consider that time in their favor because the installation was experimental in nature and we gained some knowledge in how to install the material. (By the way the material appears to be performing well.) ?

As soon as Interstate finished replacing the paving dams, they just seemed to relax in installing the joint seals and in clean up, and probably wouldn't have completed until a week later if we hadn't insisted that it be completed.

My recommendation for contract time extension is for three days, from May 18 through May 20, 1977, because the joint material was an experiment in sense; I can't recommend more time because Interstate Paving appeared to be "dragging" it and was very disorganized.

cc: File

B-330 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 27, 1977

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 330 days to 338 days, within which to complete our Contract No. 8374, without the assessment of liquidated damages. The said contract is described as follows:

The Dalles-Fifteenmile Creek

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Overrun of time from May 18, 1977 to May 25, 1977 in order
to repair failed epoxy bridge joint.

Respectfully submitted,

Coral Corporation
Contractor

By Robert D. Laam

CONSENT OF SURETY

Date July 27, 1977

We, THE TRAVELERS INDEMNITY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact
James F. Darby

Corroon & Black of Oregon
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8374 Contractor Coral Corporation

Highway Columbia River

Section The Dalles-Fifteenmile Creek

Kind of Work Paving, Barriers and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows: Recommend Contractor be granted an increase from 330 Calendar Workdays to 333 Calendar Workdays. The only work remaining after contract time ran out was the removal and replacing of 2 paving dams and joint seals. The actual work time to accomplish this was three full days, May 19, 20, 24 (2 hrs), and 25 (4 hrs). Contractor was informed on May 12 that this work was necessary. He then had 5 days of contract time to complete the work. Since the construction of the paving dams with "Set 45" was experimental in nature, it is recommended Contractor be allowed 3 additional workdays to cover his actual time for the replacement work.

Construction Section recommends five day extension of contract time. This was to repair failed epoxy bridge joints and is for the above plus two week end days.

Recommended for Approval:

Robert C Pool
Division Engineer

for
Construction Engineer or ~~Bridge Engineer~~

H S Coulter
State Highway Engineer

Contract No. 8374
Project designation I-80N-3 (72) 82
State-Federal
Date awarded June 4, 1976
Work started July 5, 1976
Per cent completed 100% May 25, 1977
Date
No. of Workdays Allowed 330
No. of Workdays Used 338
No. of Added Workdays Requested 8

SP*8236-734

837-

8

FILED
AUG 8 1977
NORMA PAULUS
SECRETARY OF STATE

5209

RECEIVED
AUG 8 1977
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

August 5, 1977

RECEIVED
AUG 9 - 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

~~Dick & Dick~~
~~Attorneys-at-Law~~
~~601 Washington Street~~
~~The Dalles, OR 97058~~

~~Attention: Roger L. Dick~~

Gentlemen:

This is in reply to your letter of August 2, 1977, with attached Notice of Claim of B & B Towing stating that Odd-6 Corporation, subcontractor for Coral Corporation, owes them $2,057.47 for equipment labor and rental, including operator.

From the description given in your notice, this appears to be in reference to the Coral Corporation Contract No. 8374, The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

The Travelers Indemnity Company furnished the bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

This contract was completed on May 25, 1977, but has not yet been accepted by the State.

Please advise this office when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:dda

cc The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Corroon & Black of Oregon
1600 S.W. 4th Avenue
Portland, OR 97201

Coral Corporation
135 E. Hereford
Gladstone, OR 97027

NOTED
C. W. HEAD

NOTED ON CARD
8-9-77

bc Secretary of State ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

DICK & DICK
ATTORNEYS-AT-LAW
601 WASHINGTON STREET
TELEPHONE 296-2152
THE DALLES, OREGON
97058

WILLIAM G. DICK
ROGER L. DICK
EDGAR M. DICK
JAMES M. HABBERSTAD

August 2, 1977

Mr. Cecil Head
Commissioner of Services Supervisor
Highway Division
Oregon Department of Transportation
State Transportation Building
Salem, Oregon 97310

Dear Mr. Head:

I am enclosing three Notices of Claim pursuant to ORS 279.526 et seq on account of equipment labor and rental, including operator, to Odd-6 Corporation, a subcontractor to Coral Corporation on the The Dalles - Fifteen-Mile Creek Section, Columbia River Highway project, contract number 8374, Coral Corporation being the contractor. My client had a direct contractual relationship with the aforementioned Odd-6 Corporation. My client who signed the claim is B & B Towing. The notices of claim are in the amount of $2,057.47, which remains unpaid.

I have been advised by you per the telephone that there has not been acceptance of the work. I am also advised that you are the clerk or auditor of the Highway Division, Oregon Department of Transportation, who let the contract, and that you will file the notice of claim of lien both with the Secretary of State and with the Highway Division, Oregon Department of Transportation, which is the public body that let the contract. I am also advised that you will notify the bonding company of the notice of claim.

If I am mistaken in any of the information, that is, as to the number of the contract, the name of the principal contractor, the name of the public body that let the contract or the bonding company, would you please advise me immediately. We obtained this information from the Salem office of the Highway Division.

In any event, would you please confirm this letter and advise me if the notice of claim is correct and that it has been filed with the Secretary of State and with the clerk or auditor of the public body that let the contract.

If there is any other information I should have, would you please give it to me.

Yours truly,

Roger L [illegible]

RLD:mkm
Enclosures

RECEIVED
AUG 3 - 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTICE OF CLAIM

TO: HIGHWAY DIVISION OF STATE DEPARTMENT OF TRANSPORTATION

Notice is hereby given that the undersigned, B & B TOWING, The Dalles, Oregon, has a claim for labor or materials performed or furnished by B & B Towing by virtue of equipment labor and rental, including operator, to and the use by Odd-6 Corporation, a subcontractor for Coral Corporation in the sum of $2,057.47 against the bond taken from Coral Corporation as principal and The Travelers Indemnity Company, surety, for the said equipment labor and rental, including operator, in the prosecution of work contract number 8374, believed to be referred to as "The Dalles - Fifteen-Mile Creek Section, Columbia River Highway" project, being the project and work concerning which the bond was taken.

B & B TOWING

By Melroy Brace
Melroy Brace
c/o Dick & Dick, Attorneys at Law
601 Washington Street
The Dalles, Oregon 97058
Phone: 296-2152

STATE OF OREGON)
) ss.
County of Wasco)

August 2, 1977

Personally appeared the above named MELROY BRACE and acknowledged the foregoing instrument to be his voluntary act and deed.

Before me: Marsha K Morrison
Notary Public for Oregon
My commission expires 9-22-79

RECEIVED
AUG 3 - 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8374 8

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: The Dalles - Fifteen Mile Creek

WEEK ENDING: July 16, 1977

SECTION PREFIX: 633-1015

HIGHWAY: Columbia River

COUNTY: Wasco

NAME OF JOB: The Dalles - 15mile Creek

KIND OF WORK: Paving, Barriers, & Signs

CONTRACTOR: Coral Corp.

CONTRACT NUMBER: 8374

FEDERAL AID PROJECT NUMBER: I80N-3(72)82

DATE OF CONTRACT: June 4, 1976

DATE WORK STARTED: July 5, 1976

ESTIMATED COMPLETION DATE: May 25, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS: 330

CALENDAR DAYS USED: 338

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 102

PROJECT AUTHORIZATION: $ 618,427.56

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98

EXCLUSIVE OF ENGINEERING: $ 589,389.25

ENGINEERING AUTHORIZATION: $ 49,038.31

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 91

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 522,379.28

ENGINEERING COST TO DATE: $ 53,250.26

DATE PROJECT WAS COMPLETED: May 25, 1977

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 11.4%

PERCENT OF AUTHORIZATION: 108.5 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
JUL 19 1977
CONSTRUCTION SECTION
Scofield
Glenn
Berg
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED MAY 25, 1977
Semi-final will be submitted about August 1, 1977 after all necessary paper work is submitted by the contractor.

SIGNED Norman L Oliva LOCATION Portland
Norman L. Oliva, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

8374

PHONE 655-6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

RECEIVED
JUL 5 - 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

July 1, 1977

American Fidelity Fire Insurance Co.
P.O. Box 1448
Beaverton, OR 97005

ATTN: Dennis V. Gilbert

RE: The Dalles-Fifteenmile Creek
Contract #8374

Gentlemen:

After we received notification of the claim filed by Power Rents on the above job, we contacted Dale Clarambeau at Odd-6 Corporation. He informed us that he has outstanding balances with the following list of creditors:

Power Rents
10380 Cascade Ave.
Tigard, Oregon

J.F. Shea
655 Brea Canyon Rd.
Walnut, California 91789

A-1 Painting & Sandblasting
6117 NE Portland Highway
Portland, Oregon

Bi-State Redi-Mix
P.O. Box 536
Hood River, OR 97031

Brace Bors.
1119 W. 2nd St.
The Dalles, OR 97058

Ornamental Iron
9106 SE 82nd Ave.
Portland, OR 97266

In accordance with the provisions of your subcontractor's bond covering Odd-6 Corporation, we wish to notify you of these past due accounts.

If you have any questions or need any additional information, please let me know.

Sincerely,

Larry Arnold
Accountant

NOTED
C. W. HEAD

CC: Odd-6 Corporation
215 Elma Ave. S.E.
Salem, Oregon 97301

Corroon & Black of Oregon
1600 SW Fourth Ave.
Portland, OR 97201

Travelers Indemnity Co.
Surety Department
707 SW Washington St.
Portland, Oregon 97205

State of Oregon
Rm. 121, State Transportation Bldg.
Salem, Oregon 97310

8374

PHONE 655 6351
135 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258
GLADSTONE, OREGON 97027

June 24, 1977

American Fidelity Fire Insurance Co.
P.O. Box 1448
Beaverton, OR 97005

ATTN: Dennis V. Gilbert

RE: The Dalles-Fifteenmile Creek
Contract No. 8374

Gentlemen:

We received notification from the State of Oregon that a claim in the amount of $696.76 has been filed on the above contract by Power Rents for equipment rent to Odd-6 Corporation, our subcontractor.

We wish to inform you that we will look to your subcontractor's bond No. 04-812-2220911 convering Odd-6 Corporation for payment of any and all claims filed on this job which remain unsatisfied.

If you have any questions or need any additional information, please let us know.

Sincerely,

Larry Arnold
Accountant

CC: Odd-6 Corporation
215 Elma Ave. S.E.
Salem, Oregon 97301

Corroon & Black of Oregon
1600 SW Fourth Avenue
Portland, Oregon 97201

Travelers Indemnity Co.
Surety Department
707 SW Washington St.
Portland, Oregon 97205

American Fidelity Fire Ins. Co.
c/o United Inspection Bureau
3550 Wilshire Blvd.
Los Angeles, CA 90010

Power Rents, Inc.
10380 Cascade Ave.
Tigard, Oregon 972

State of Oregon
Room 121, State
Transportation Bld
Salem, Oregon 9731

NOTED
C. W. HEAD

RECEIVED
JUN 27 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8374

5280

1/4

FILED
JUN 23 1977
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
JUN 2 [illegible] 1 PM '77
NORMA PAULUS
SECRETARY OF STATE

June 22, 1977

Power Rents, Inc.
10360 Cascade Avenue
Tigard, OR 97223

Attention: Mr. Irwin Schimmel, President

Gentlemen:

This will acknowledge your letter of June 14, 1977, informing us that Odd 6 Corporation, subcontractor, owes you for equipment rental in the amount of $696.79.

From the description given in your letter, this appears to be in reference to the Coral Corporation Contract No. 8374 for work on The Dalles-Fifteenmile Creek Section of the Columbia River Highway in Wasco County.

The Travelers Indemnity Company furnished the bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when this matter has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED ON CARD
6-24-77
dda

CWH:dda

cc The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Coral Corporation
135 E. Hereford
Gladstone, OR 97027

Corroon & Black of Oregon
1600 S.W. Fourth Avenue
Portland, OR 97201

RECEIVED
JUN 24 1977
COMMISSION
DEPARTMENT OF TRANSPORTATION

bc Secretary of State ✓ Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

C. W. HEAD

POWER RENTS, INC. 10380 CASCADE AVE., TIGARD, OREGON 97223, PHONE 620-1235

June 14, 1977

Mr. Cecil Head
Commission Services
State of Oregon
Room 121
State Transportation Board
Salem, Oregon 97310

Dear Mr. Head:

We are writing to inform you that we have owing us, $696.79, on the 15 Mile Creek job for the state of Oregon Highway project. The general contractor on this job is Coral Corporation, and the sub-contractor who rented our equipment is Odd 6 Corporation.

We have been in touch with Coral Corporation for several months so that they would be aware of this unpaid rental. We have had some cooperation from them; however, this rental goes back to December, 1976, and we felt it necessary to inform the state of Oregon.

Yours truly,
POWER RENTS, INC.

Irwin Schimmel

Irwin Schimmel, President

IS:lb

cc: Coral Corporation
Odd 6 Corporation

RECEIVED
JUN 16 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

937-

17

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: The Dalles-15mile Creek

WEEK ENDING: June18,1977

SECTION PREFIX: 633-1015

HIGHWAY: Columbia River

COUNTY: Wasco

NAME OF JOB: The Dalles- 15mile Creek

KIND OF WORK: Paving, Barriers, and Signs

CONTRACTOR: Coral Corp.

CONTRACT NUMBER: 8374

FEDERAL AID PROJECT NUMBER: I80N-3(72)82

DATE OF CONTRACT: June 4, 1976

DATE WORK STARTED: July 5, 1976

ESTIMATED COMPLETION DATE: May 25, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 330

CALENDAR DAYS USED 338

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED

PROJECT AUTHORIZATION: $618,427.56

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST

EXCLUSIVE OF ENGINEERING: $589,389.25

ENGINEERING AUTHORIZATION: $49,038.31

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $522,379.28

ENGINEERING COST TO DATE: $53,624.78

DATE PROJECT WAS COMPLETED: May 25, 1977

ESTIMATED PERCENT: UNDERRUN 11.4 %

PERCENT OF AUTHORIZATION 109 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
JUN 21 1977
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED MAY 25, 1977

Semi-final will be turned in about July 1, 1977

SIGNED Norman L. Oliva LOCATION Portland

Norman L. Oliva Res. Eng'r

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

Form 81-734-1105

EGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 3374

Order No. 4

Section The Dalles-Fifteen Mile Creek

Date Feb. 25, 1977

Highw Columbai River

F.A.P. No. I80N-3(72)8[illegible]

County Wasco

Prefix 633-1015

Account No. 260-04

Description of Work To Be Done:

Repair and Grout existing armored corners on bridge.

Location by Station Numbers:

Bridge No. 8603
Station - 2998

Estimate of Quantities and Costs:

Labor	:	$653.00
Material	:	$ 73.00
Equip.	:	$258.00
Total		$9[illegible].00

Explanation: The contract lists this work to be done by extra work basis, but since the State Maintenance Forces have performed this work on many other structures, they have the experience to do a better job that the contractor which has never performed this type of work before.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ 613,427.56
Present estimate of project cost, including $9[illegible].00 for work under this order	$ 579,459.21
Expected under-run over-run (amount)	$ 33,968.35
Expected under-run ~~over-run~~ (per cent)	6.[illegible]

Space to right of this line is for use of Salem Office

Submitted by: Norman L. Olin
Norman L. Olin, Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: Construction Engineer
3-17-77

8374

1

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

February 17, 1977

Coral Corporation
PO Box 258
Gladstone, OR 97027

Attention: Larry Arnold
Accountant

Re: Contracts 8248 and 8327

In accordance with your letter of February 9, 1977 the securities on these finalled projects are being transferred to unallocated.

Security Summary:

Contract	Prior Totals	This Transaction	New Totals
8228	$ 500	--	$ 500
8248	1,000	(1,000)	-0-
8327	5,000	(5,000)	-0-
8374	28,500	--	28,500
Unallocated	-0-	6,000	6,000

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Payments Executive

NOTED
C. W. HEAD

JJK:mm

cc: The Oregon Bank

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

Form 81-134-1166

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. [illegible]

Order No. 3

Section The Dalles-15 Mile [illegible]

Date February [illegible], 1977

Highway Columbia River

F.A.P. No. [illegible]-3(72)[illegible]

County Wasco

Prefix [illegible]

Account No. 270(03)

Description of Work To Be Done: The State Maintenance forces to furnish and install highway mileage markers.

[illegible] 2-10-77

Location by Station Numbers: Project

Estimate of Quantities and Costs: [illegible] markers @ [illegible] each = 200.00

Explanation: The maintenance forces have installed these mile post markers on previous contracts and they have the markers in stock.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$ [illegible].56	
Present estimate of project cost, including $ [illegible] for work under this order	$ [illegible]	
Expected under-run (amount)	$ [illegible].35	
Expected under-run ~~over-run~~ (per cent)	[illegible]	

Space to right of this line is for use of Salem Office

Submitted by: Norman L Oliva
Resident Engineer
Norman L Oliva

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approval Recommended:
For
Regional Engineer

Approved:
Construction Engineer

8374

15

STATE OF OREGON

INTEROFFICE MEMO

TO: ✓C.W. Head
R. Church
C. Barrett

DATE: November 16, 1976

FROM: Jan Peterson

SUBJECT: Coral Corp.
Contracts 8327 & 8374

Retainage requirements on Contract 8327 have been reduced to $5,000. The Coral Corp. has elected to transfer $13,900 in securities deposited in lieu of retainage from Contract 8327 to Contract 8374, per attached letter.

JHP:mm

Attachment

NOTED
C. W. HEAD

81-125-1307

PHONE 655-6351
136 EAST HEREFORD STREET

Coral Corporation
P. O. BOX 258 244
GLADSTONE, OREGON 97027

November 11, 1976

Oregon State Highway Division
Finance Branch
State Highway Bldg.
Salem, OR 97310

ATTN: Janice Peterson

Dear Ms. Peterson:

In response to your letter dated November 10, 1976, we wish to transfer $8,900 of our certificate of deposit #13117 and $5,000 of our certificate of deposit #5516 for a total of $13,900 being held in lieu of retainage on Deer Park Drive S.E.-Mehama, Contract No. 8327 to The Dalles-Fifteenmile Creek, Contract No. 8374.

Sincerely,

Larry Arnold

Larry Arnold
Accountant

RECEIVED
[illegible] 1976
[illegible] ACCOUNTING

LA/sls

CC: The Oregon Bank
P.O. Box 311
Oregon City, OR 97045

RECEIVED
NOV 12 1976
HIGHWAY ACCOUNTING

8374

18

STATE OF OREGON

INTEROFFICE MEMO

TO: C.W. Head
R. Church
C. Barrett

DATE: November 2, 1976

FROM: JP Janice Peterson

SUBJECT: Coral Corp.
Contracts 8228 & 8374

At the request of the contractor, Coral Corp., we are transferring $6,000 of a deposit in lieu of retainage from contract 8228 to contract 8374.

NOTED
C. W. HEAD

8374

Form 81-734-1100

— 1-P

15

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8374

Order No. 1

Section The Dalles-Fifteenmile Creek

Date October 25, 1976

Highway Columbia River

F.A.P. No. I-80N-3(72)82

County Wasco

Prefix 633-1015

Account No. 260-01

Description of Work To Be Done:

Install brass rods to deck steel.

Location by Station Numbers:

Bridge Numbers 8924 and 308A.

Estimate of Quantities and Costs:

Equipment and Labor = $320.00

Explanation:

Brass rods are required for obtaining resistivity readings of each deck.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$618,427.56
Present estimate of project cost, including $320.00 for work under this order	$575,660.41
Expected under-run ~~over-run~~ (amount)	$42,767.16
Expected under-run ~~over-run~~ (per cent)	6.9

Space to right of this line is for use of Salem Office

Submitted by: Norman L. Oliv
Resident Engineer

Approval Recommended:
Regional Engineer

Approval Recommended:
For: Construction Engineer or Bridge Engineer

Approved:
Construction Engineer

F = Dist 9

DC
11-2-26

[illegible]
10 27 76

R+EFJ
7

SP*79802-734

80N

STATE OF OREGON INTEROFFICE MEMO

TO: Duane Christensen,
Final Design Engineer

DATE: September 15, 1976

FROM: Norman L. Oliva,
Resident Engineer

SUBJECT: Changes of Inlets
The Dalles--Fifteenmile Creek
Contract No. 8374

The following instructions were given to the contractor as far as changing of inlets:

Sheet 4 of plans (circle numbers three and four) are to be changed to G-2MA inlets. On Sheet 5 and 7 (circle numbers three, five, six, and three) will receive no inlet treatment.

NLO:su

cc: Carl M. Williams
File

REFERRED TO
Beard
Cole
Eriksen
Hager
Reed
Sample
Watson
Wolfe
Return Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
SEP 17 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring up
Other

81-125-1379

8374

8SN

Salem, Oregon
September 15, 1976

Duane O. Christensen
Final Design Engineer

Reinforcement Detail Sheets
The Dalles-Fifteenmile Section

Norman Oliva,
Resident Engineer

Enclosed are the rebar detail sheets for inlets on subject project. Steel for the G-2MA inlets is correct excepting the number of inlets indicated. We understand there are to be only two instead of three as the supplier has shown.

Steel for the M-0 inlets was not checked in detail as it appears to have been computed from an obsolete issue of Standard Drawing 2105-A. It is recommended that you resolve these differences with the contractor and have him reorder the steel based on the correct standard drawings attached. These are the same as in the contract plans.

WWR:az

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
SEP 15 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

837- 15

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-102	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-7-76	State: **Oregon** County: **Wasco** Project No.: **I-80N-3(72)82 Safety**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23 U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, West of The Dalles Interch., E. 5.8 miles

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-5-76	0.0
OTHER *(Specify)*		

FUNDS Ro Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 573,756	$ 529,461

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
~~Acting~~ Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 10, 1976

Federal-Aid Project
No. I-80N-3(72)82 Safety

The Dalles-Fifteen Mile Creek
Columbia River Highway
Wasco County

Project Agreement Estimate.

Type Code Y006
Roadway (Sta. 2291+00 to Sta. 2504+89)(2595+06 to Sta. 2602+29)

Mobilization	All Required		$ 15,300.00
Temporary Protection and Direction of Traffic	All Required		5,500.00
Temporary Signs	1,100 sq.ft.	4.00	4,400.00
Temporary Barricades	10 only	100.00	1,000.00
Flagmen	650 hour	15.00	9,750.00
Oversize Advance Construction Signs	2 only	3,200.00	6,400.00
Removal of Structures and Obstructions	All Required		14,000.00
Embankment in Place	455 cu.yd.	8.00	3,640.00
Watering	160 M-gal.	11.00	1,760.00
Aggregate Shoulders	6,200 cu.yd.	6.60	40,920.00
Class "C" Asphalt Concrete	155 ton	40.00	6,200.00
Class "E" Asphalt Concrete	300 ton	40.00	12,000.00
18-inch Culvert Pipe	40 lin.ft.	30.00	1,200.00
Concrete Inlet, Type M-0	2 only	650.00	1,300.00
Concrete Inlet, Type M-E	2 only	650.00	1,300.00
Concrete Inlet, Type G-2MA	4 only	550.00	2,200.00
Guard Rail, Type 2A	36,592 lin.ft.	3.30	120,753.60
Guard Rail, Type 3	300 lin.ft.	11.00	3,300.00
Guard Rail Anchors, Type 1	13 only	240.00	3,120.00
Guard Rail Anchors, Type 2	10 only	250.00	2,500.00
Extra for Guard Rail Bridge Connections	12 only	260.00	3,120.00
Rail End Pieces, Type A	10 only	10.00	100.00
Rail End Pieces, Type C	13 only	100.00	1,300.00
Type 2 Fence	3,600 lin.ft.	0.90	3,240.00
Concrete Barriers	21,200 lin.ft.	9.24	195,888.00
Paved Culvert End Slopes	62 sq.ft.	9.00	558.00
Delineators	325 only	14.00	4,550.00
Roadside Seeding and Mulching	1.5 acre	625.00	937.50

Signing

Removal of Existing Sign Installations	All Required		1,400.00

Wood Sign Posts	All Required		1,300.00
Sign Support Footings	All Required		7,000.00
Breakaway Sign Posts	All Required		9,000.00
Exit Number Sign Supports	All Required		1,000.00
Type "A" Signs in Place	153 sq.ft.	17.00	2,601.00
Type "D" Signs in Place	76 sq.ft.	5.00	380.00
Move and Modify Existing Signs	All Required		3,700.00
			$492,618.10

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required		$ 500.00
On-the-Job Trainees (1 @ $800)(E.W.)	All Required		800.00
			$ 1,300.00
	Subtotal		$493,918.10
	Engineering		49,390.90
	Total		$543,309.00
Credit for Salvaged Guard Rail	336,000 lb.	0.05	(16,800.00)
	Total		$526,509.00

Type Code X021
(Fifteenmile Creek Br. No. 308A and X'ing UPRR Br. No. 8924)

*Asphalt-Rubber Chip Seal Br. No. 308A	2,450 sq.yd.	8.80	$ 21,560.00
*Asphalt-Rubber Chip Seal Br. No. 8924	1,250 sq.yd.	8.80	11,000.00
Armored Joint Modification	93 lin.ft.	44.00	4,092.00
Expansion Joint Paving Dam	60 lin.ft.	55.00	3,300.00
	Subtotal		$ 39,952.00
	Engineering		3,995.00
	Total		$ 43,947.00

*Experimental Catagory 2

Type Code Y030
Illumination

Foundation	1 only	1,000.00	$ 1,000.00
Relocate Existing Light Pole to New Foundation	1 only	2,000.00	2,000.00
	Subtotal		$ 3,000.00
	Engineering		300.00
	Total		$ 3,300.00

Length of Project . . . . . . 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$526,509.00	$485,862.00	$ 40,647.00
Structures	43,947.00	40,554.00	3,393.00
Illumination	3,300.00	3,045.00	255.00
Total	$573,756.00	$529,461.00	$ 44,295.00

Group 1	100%
Contract No.	8374
Prefix No.	633-1015

The Dalles-Fifteenmile Creek
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 5,000.00
Grout Under Existing Armored Corners on Bridges	All Required	3,000.00
	Total	$ 8,000.00

8374

1/5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

May 28, 1976

FILE:

NOTED
E. S. HUNTER

FROM: C. T. Keasey
Construction Engineer

TO: J. X. Wilson w/att.
Bob Sandmann w/att.

SUBJECT: Asphalt-Rubber Chip Seal for Bridge Deck Membrane
Fairgrounds Intch. - Roberts Cr. Section
Pacific Hwy. I-5
Rowena Intch. Section and
The Dalles - Fifteenmile Cr. Section
Columbia R. Hwy. I-80N

Each of the three subject projects, on which bids were received yesterday, May 27, contained specifications for Asphalt-Rubber Chip Seals for bridge deck membranes. These specifications in all three cases allowed an option for either "devulcanized rubber" (Option No. 1) or "vulcanized rubber" (Option No. 2) to be used in the asphalt-rubber seal.

Information just received (Jenkins May 26 memo attached) indicates virtually complete failure of the "devulcanized rubber" process (Option No. 1) in Arizona within a very short period of time.

This problem has been discussed with various staff people and with Highway Administration and it has been decided to eliminate the optional use of the "devulcanized rubber" system and to allow only Option No. 2, the "vulcanized rubber" system.

Please negotiate price agreements with your contractors, as we discussed by phone, reflecting this change in the specifications.

CTK:mk

Att.

cc: E. S. Hunter
J. H. Versteeg
Walt Hart
John Jenkins
FHWA w/att.

RECEIVED
STATE HWY ENGR
JUN 1 '76
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

8372

15

DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

NO.	I-80N-3(72)82
STATE PROJECT NO.	The Dalles-Fifteen Mile Creek Section

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Wasco
	ITEM NO. I-846	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 25 '76
REFER TO
Rulien
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5-5-76	5-5-76	Interstate Route 80N
		STATE ROUTE NUMBER Primary Route 2

GENERAL LOCATION:

I-80N The Dalles - Fifteenmile Creek

GENERAL DESCRIPTION OF WORK:

Paving, Barriers and Signing.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*

Permanent Pavement Striping	$500
On the job training	800

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4-16-76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate. (Estimate item for Grouting under Existing Armored Corners on bridges not eligible for FAI funding.)

Mr. Rulien's 5-3-76 and 5-5-76 requests and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $920,339 - Federal funds $849,333.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-5-76	G. K. Hosmer	for Division Administrator

FORM PR-1240 (REV. 8-72) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-

1374 15

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. I-80N-3(72)82

STATE PROJECT NO. The Dalles-Fifteen Mile Cr Sect.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. I-846

COUNTY NAME Wasco

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 12 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 5/5/76

FEDERAL ROUTE NUMBER Interstate Route 80N

STATE ROUTE NUMBER Primary Route 2

GENERAL LOCATION:

I-80N west of The Dalles Interchange east 5.8 miles

GENERAL DESCRIPTION OF WORK:

Signing, Illumination, guardrail, and sideslopes.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)
Program Change.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 4/29/76 letter I approve the program change as follows:

Project Location & Termini: Changed to read, "I-80N, West of The Dalles Interchange, east 5.8 miles" (Project includes 1.72 miles of no work area on the easterly end.)

DATE 5/5/76

SIGNATURE OF APPROVING OFFICIAL G. K. Hosmer

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-055

8372

15

PRD 8-2

April 29, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. I-80N-3(72)82

We request your approval of a minor program change to Item No. 846, Project No. I-80N-3(72)82, "The Dalles-Fifteen Mile Creek Section", as indicated below based on the fact that the project location as written did not extend far enough east to cover the deck seal on Bridge No. 8924 (located on the westbound lanes) set forth in the "Project Data" on the back of the PR-1 form.

> Project Location and Termini: Changed to read "I-80N, West of The Dalles Interchange, East 5.8 miles" (Note: The project includes 1.72 miles of no work area on the easterly end)

The overall project cost does not require changing at this time.

JLG:re

cc: D. E. Swan

13

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4/16/76

BY (Signature): L. W. Rulien's 4/13/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
846	I-80N-3(72)82	0.0	950,000	876,600

OTHER IDENTIFICATION AND/OR REMARKS (State)

Location	Work
The Dalles-Fifteenmile Creek Section Wasco County State of Oregon	Signing, Illumination, Guardrail, and Side Slopes

RECEIVED
STATE HWY ENGR
APR 21 '76
REFER TO Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File ✓

REMARKS (Division)

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
4/16/76	for G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM [illegible]
(Rev. 8-71)

GPO 915-090

4-16-76

837

PRO 6-2

April 13, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM for L. W. Rulien Project Management Engineer

SUBJECT Program Data Submission
Project No. I-80N-3(72)82
Wasco County

We are submitting program data for one project, Item No. 846, Project No. I-80N-3(72)82, "The Dalles-Fifteenmile Creek Section", which we desire to have included in the Federal Aid Interstate Program.

It is our present intention to receive bids for this project May 27, 1976.

We request a waiver of District 9 Clearinghouse A-95 review based on the fact that the work involved (1) is safety improvement to update the roadside to present Interstate standards conforming with recommendations set forth in AASHTO's Yellow Book"; (2) is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alterations of land use or traffic flow patterns which would require changes in planning completed or underway.

JG:ljt

Attachments

cc: C. M. Williams, Reg. 4

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 13, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N, The Dalles to Fifteenmile Creek 21 65	ADT	PRESENT 8,500	FUTURE 16,000 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Sign, Illum., G-rail, Side slopes 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) I- 14 23	NUMBER 80 - 3 7

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Wasco	065 (14)
	NAME OF URBAN AREA The Dalles 17-31	ROUTE NO. I FEDERAL-AID I-80N (32)	STATE 2 (36) (37) U.S. I-80N

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-18)	(18)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) (Safety)		"The Dalles-Fifteenmile Cr. Sect."	*0.0	950,000	876,600	73,400	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	*0.0	950,000	876,600	73,400	
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

*Project length 4.02 mi.

REMARKS

Additional Data: Item Nos. 432
Nos. I-80N-3(49)82 &

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 13, 1976

ATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
The Dalles to Fifteenmile Creek		8,500	16,000	96	10	Oregon	41	042	846

ypewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
de slopes								I-	80 - 3	(72)	82	N

ystate

Dalles

COUNTY NAME	Wasco		CODE 065	PROGRAM STAGE ☐ 1 OR ☒ 2
ROUTE NO. I	FEDERAL-AID I-80N	STATE 2	U.S. I-80N	

STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
							RR protective service as required.
	"The Dalles-Fifteenmile Cr. Sect."	*0.0	950,000	876,600	73,400		ROW-200' normal; Access Control-full; Parking restrictions-complete.
JLG	PROJECT TOTALS	*0.0	950,000	876,600	73,400		

*Project length 4.02 mi.

REMARKS

Additional Data: Item Nos. 432 and 754; Project Nos. I-80N-3(49)82 & I-80N-3(66)81.

(over)

THE DALLES-FIFTEENMILE CREEK SECTION

PROJECT NO. I-80N-3(72)82

REMARKS-continued

PROJECT DATA: The work consists of (1) safety revisions to bring to present Interstate standards the roadway slopes, signs, illumination, guardrail, median barrier, minor drainage structures and other appurtenances; (2) placing a seal coat on only the westerly 420 feet of the existing facility; (3) placing deck seal on Fifteenmile Creek Br. No. 308A and X'ing UFRR Br. No. 8924; (4) railroad protective service as required.

IM 50-1-70 Requirements

(a) State Clearinghouse-----Exempt from A-95 review under working agreement.

(b) Dist. 9 Clearinghouse---Waiver of A-95 review being requested under the program submittal letter based on the fact that the project is basically safety improvement.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on June 27, 1975.

FHPM 7-7-5 Requirements:

(a) Public Hearings ---None required under the Oregon Action Plan (Category 3 project).

(b) Location/Design ---Not a factor in the development of this project.

NOTE: (1) One-the-job trainees, as set forth
7-2(2), on this project will be det
and the number stipulated in the PS

(2) The project qualifies as a "Safety
under the provisions of FHPM 6-8-2-
than the seal, is for the correctio
as hazardous in the AASHTO report,
Operational Practices Related to Sa

(3) This project is in Congressional Di

(4) The necessary landscaping of this
construction scars caused by this
under a separate project or project
"stage construction".

CTION

s of (1) safety revisions to bring
the roadway slopes, signs, illumination,
r drainage structures and other
al coat on only the westerly 420
(3) placing deck seal on Fifteenmile
RR Br. No. 8924; (4) railroad

---Exempt from A-95 review under

---Waiver of A-95 review being
rogram submittal letter based on
ject is basically safety improvement.

ajor action project concurred in

ne required under the Oregon
tion Plan (Category 3 project).

t a factor in the development of
is project.

NOTE:

(1) One-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2-1 as the work, other than the seal, is for the correction of features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional District No. 2.

(4) The necessary landscaping of this section to conceal the construction scars caused by this project will be done under a separate project or projects in the future as "stage construction".

8374

PRO 6-2

March 9, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Experimental Category 2

We are requesting approval for the use of a patented procedure engineered by Johns-Manville Corporation for application of asbestos asphalt deck seal membranes as experimental catagory 2 for the following listed structures:

US-31(11)	S. 6th Street Railroad Crossing (Klamath Falls)
I-80N-3(-)76	Rowena Interchange Crossing widening Bridge No. 7552A
I-80N-3(-)82	The Dalles-Fifteenmile Creek Section Fifteenmile Creek Bridge No. 308A and Crossing UPRR Bridge No. 8924

These structures will be added to the on going work plan for experimental deck seal or waterproofing and reported on as outlines in the work plan. The specifications will require the contractor to use the above mentioned process and contain instructions for carrying it out.

DAR:dp

cc: Walt Hart
J. H. Versteeg
C. G. Swenson
D. E. Swan

1374

80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon

February 20, 1976

FILE:

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: The Dalles-Fifteen Mile Creek
Columbia River Highway
Wasco County

TO: MEMO TO THE FILES

The Fifteen Mile Creek-Celilo Section is completed except for some signing and clean up work. It is expected, that this section will be completed prior to the letting date of May 27, 1976, for the subject section.

The Bridge Department will add the deck sealing on Bridge No. 8924, UPRR O'Xing structure, to the subject project.

I will contact R. C. Poole, Region Construction Engineer, prior to advertising date to confirm that all construction is completed on the Fifteen Mile Creek-Celilo Section

LKW:az
cc: Walt Hart
C. G. Swenson
R. C. Poole, Region IV
L. K. Watson

1 Versteeg ✓
Olson
Terpin
Scott
Swenson
Anderson
Trout

RECEIVED
FEB 20 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up / /
Other

2374

80N

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 6, 1975

In reply refer to: 1041DB

SUBJECT: Oregon Project I-80N-3(-)
The Dalles-Fifteen Mile Creek Section
Columbia River Highway
Salvage Value of Guardrail

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

As requested in Mr. Terpin's letter of October 28 we concur that it is in the public interest to salvage guardrail from the subject section and that $0.05 per pound is a satisfactory allowance to credit the Federal-aid project for that rail and hardware removed and not reinstalled.

for G.K. Hoover
G. L. Green

REFERRED TO
Beard Reed
Cole Sample
Eriksen [✓ Watson] W
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
STATE HWY ENGR
NOV 7 '75
REFER TO
Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Cy Rulien

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
3 Swenson
R. Olson
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OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 28, 1975

NOTED
E. S. HUNTER

Mr. Glen Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Glenn Hossner

Re: The Dalles-Fifteen Mile Creek Section
Columbia River Highway
Wasco County

Dear Mr. Hossner:

There will be an excess of 42,000 linear feet of rail members and accompanying hardware from the subject project.

We believe it is in the public interest to salvage this material. By doing so a scarce commodity will not be wasted and it will be made available for use by the State.

We propose to handle the matter in the following manner:

We will specify that all guard rail members of current design not reinstalled on the project shall be salvaged and stockpiled in the The Dalles Maintenance Yard, Seufert Park Road, The Dalles, Oregon at the direction of the engineer. The rail members shall be sorted with good rail members and damaged rail members should be placed in separate piles. All hardware not reinstalled on the project shall be separated and stockpiled at the maintenance yard as directed.

This Federal-aid project will be credited in the amount of money equal to $0.05 per pound for the rail members and hardware salvaged. This sum was arrived at as follows:

1. Scrap value of rail members and hardware = $0.016 per pound.

2. Extra cost to contractor for separating, hauling and stockpiling in the maintenance yard = $0.034 per pound.

Initially the project will be credited for 336,000 pounds at $0.05 = $16,800.00.

The credit to the project will be adjusted when the actual amount of material salvaged and delivered to the maintenance yard is determined.

We solicit your concurrence that it is in the public interest to salvage this material.

Very truly yours,

J. H. Versteeg
Road Design Engineer

By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:we
cc: E. S. Hunter
L. W. Rulien
D. H. Moehring
Carl M. Williams
C. G. Swenson
L. K. Watson

OCT 28 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

5374

80N

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

FILE: [illegible]

INTER-OFFICE CORRESPONDENCE
The Dalles, Oregon 97058
October 27, 1975

W. Reid Meritt

FROM: W. Reid Meritt
Resident Engineer

SUBJECT: Cross Sections for Sign Installations
The Dalles-Fifteenmile Creek Section
Columbia River Highway (I-80N)
Wasco County

TO: Frank F. Terpin
Final Design Engineer
Salem, Oregon 97310

As requested in your letter of October 9, 1975 to Mr. Carl Williams, here are cross sections for existing and revised sign locations on the above subject project:

Please note that

1. An existing sign at station 2346+94 is added. This sign was not listed in your request.
2. Luminaire has been installed left of station 2378+81 subsequent to installation of existing sign at station 1278+27 Lt. (this is sign shown as being at station 2379+75 in your request), Sign should be moved ahead to clear luminaire. A cross section was taken at station2379+85.
3. "Entering The Dalles" sign shown in your letter at station 2378 does not exist.
4. Dimensions of signs shown in notes - would appear that size of signs, particularily secondary signs, may have been revised since initial installation. Also locations do not coincide with your listings.

cc: Carl M. Williams
File

REFERRED TO
2 Beard WGB ______ Reed ______
______ Cole ______ 1 Sample ______
______ Eriksen ______ ______ Watson ______
______ Hager ______ ______ Wolfe ______
☐ [✓ Return] Discuss Do File Copy Due ______
☐ BY FINAL DESIGN ENGINEER

______ Versteeg ______
______ A. Olson ______
1 Terpin T
______ Scott ______
______ Swenson ______
______ R. Olson ______
______ Trout ______

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OCT 31 1975
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Receiver Keep
Do not File
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Bring Up ______
Other ______

8374

80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 20, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: The Dalles-Fifteen Mile Creek
Columbia River Highway
Wasco County

TO: MEMO TO THE FILES

It has been requested by R. A. Sandmann that the "E" mix required on the named section be included in this section rather than adding to the existing Hood River-The Dalles Section by price agreement.

Surfacing materials required for this section will be contractor furnished.

LKW:we
cc: C. M. Williams
Gary A. Potter
C. G. Swenson

1 Versteeg ✓
A. Olson T
2 Terpin
Scott
Swenson
R. Olson
Trout

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Bring Up
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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 16, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: The Dalles-Fifteen Mile Creek Section
Columbia River Highway
Wasco County

TO: MEMO TO THE FILES

The surfacing and embankment quantities on the named section are to be contractor furnished. This was reviewed with R. Van Cleave and has Region IV concurrence.

LKW:we
cc: C. M. Williams
G. A. Potter
R. Van Cleave
C. G. Swenson

1 Versteeg ✓
A. Olson
2 Terpin T
Scott
Swenson
R. Olson
3 Trout 4

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OCT 16 1975
ROAD DESIGN SECTION

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Requires Approval ☐
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Return To
Bring Up
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8374

80N

Salem, Oregon
October 9, 1975

Frank E. Terpin
Final Design Engineer

Carl M. Williams
Region IV Engineer

Cross-sections for Sign Installations
The Dalles-Fifteenmile Creek Section
Columbia River Highway (I-80N)
Wasco County

The above-named safety project is scheduled for bid opening in the near future.

In order to complete the signing portion of this project, we would appreciate having cross-sections taken for us at the locations indicated below. The first station is where we desire the cross-section, the second station is the existing location of sign and these are followed by sign message. We would like these sections to be taken from the fog line out forty-five feet where there is guard rail and out to seventy feet where there is no guard rail.

It would appear that at some locations a fence exists inside of the right of way. If there are other guide signs within the project that are not on break-away supports please take cross-sections, indicate sign size and message.

2305+10 Rt.	2305+00 Rt.	"East The Dalles, Exit 1 Mile" & secondary
2321+90 Lt.	2322+00 Lt.	"Port Area, Next Right"
2331+10 Rt.	2331+00 Rt.	"Boat Basin, Next Right, etc."
2352+60 Rt.	2352+50 Rt.	"East The Dalles with arrow"
2377+90 Lt.	2378+00 Lt.	"Entering The Dalles"
2379+85 Lt.	2379+75 Lt.	"City Center, The Dalles with arrow"
2380+65 Rt.	2380+30 Rt.	"Leaving The Dalles"
2384+90 Rt.	2385+00 Rt.	"Bridge, Bend, Exit 1 Mile" & secondary
2403+85 Lt.	2404+00 Lt.	"Boat Basin, Next Right"
2426+85 Lt.	2427+00 Lt.	"City Center, The Dalles, Exit 1 Mile"
2459+15 Lt.	2459+00 Lt.	"Rt. Shields, Bridge, Bend with arrow"
2479+85 Lt.	2480+00 Lt.	"Dufur, Oregon State Offices, Next Right"

We would appreciate receiving the above cross-sections at your earliest convenience.

WGB:we
cc: C. T. Keasey
W. G. Beard

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

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Contract 8374

13

Oregon Dept. of Transp.

~~OREGON STATE~~
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

~~PRO 4-3~~

July 2, 1975

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JUL 3 '75
REFER TO
FOR
Info Inves R&D D&R Sign Act File

TO E. S. Hunter
Assistant State Highway Engineer

FROM for L. W. Rulien
Project Mangement Engineer

SUBJECT Assessment and Project Category
The Dalles-Fifteen Mile Creek
Wasco County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

APPROVED
ESH
E. S. Hunter
Date 7-3-75

BLG:vld

Attachment

cc:
- J. B. Boyd
- L. E. George
- W. J. Hart
- C. T. Keasey
- J. H. Versteeg (4)
- Victor D. Wolfe
- G. A. Potter (2)
- Gary Sund
- R. E. Royer
- County/City
- D. E. Swan
- B. L. Gifford
- C. M. Williams, Region 4
- R. S. Hawkins, District 9

Form 81-734-3122

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing R/W to be used.

Typical Section Four travel lanes, Median and two shoulders

Structures Two bridges, O'Xings

Characteristics (ADT) 1973 ADT 8600

Other General Information (or Supplemental information to items) A strong possibility exists that commercial material sources will be used, although an existing quarry has been designated. This is expected to have no adverse effect.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No realignment or widening is being considered. The possibility of an overlay has been discussed, but the existing concrete surface has been judged to be of adequate strength.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

PAGE #1 NOT REC'D

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) I80-N in this area lies within the Columbia Gorge, following the southern edge of the eastern end of the pool behind Bonneville Dam. Average pool level is 72 feet above sea level, and the road itself is about 150 feet above msl. Average annual rainfall is a little over 11 inches. The January mean minimum temperature is approximately -50°C, and the July mean maximum is around 28°C. Native and introduced vegetation, outside of developed areas, includes creasted wheatgrass, pubescent wheatgrass, and rabbitbrush. Wildlife in nearby lands includes deer, pheasant, Hungarian partridge, coyote, and many rodents. The land to the south rises in a series of steep scarps cut from Columbia River Basalt.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use in the western end of the project is mixed commercial and industrial. In the eastern end of the project area land use grades into extensive grazing. South of the project large irrigated cherry orchards are maintained, and some dry-land wheat is farmed. Air quality is relatively high and noise levels are low (away from highways). Esthetic values in this historic area are high. No utility conflicts are anticipated.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**

   None anticipated - all work to be within existing right-of-way.

   Consequences:

2. **Estimated Changes in Traffic Patterns:**

   No changes are expected.

   Consequences:

3. **Estimated Changes in Land Use:**

   None are anticipated, since no accesses will be created or eliminated.

   Consequences:

4. **Expected Adverse Effects on Natural Ecological Resources:**

   Should be quite minor, due only to actual construction activity. No new land will be affected.

   Consequences:

5. **Expected Adverse Effects on Cultural and Scenic Resources:**

   There are no takings or relocations, nor is the road being realigned, so there should be no adverse effects on cultural or scenic resources.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None are discernible

7. Potential for Controversial Issues:

No controversy is forseen.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

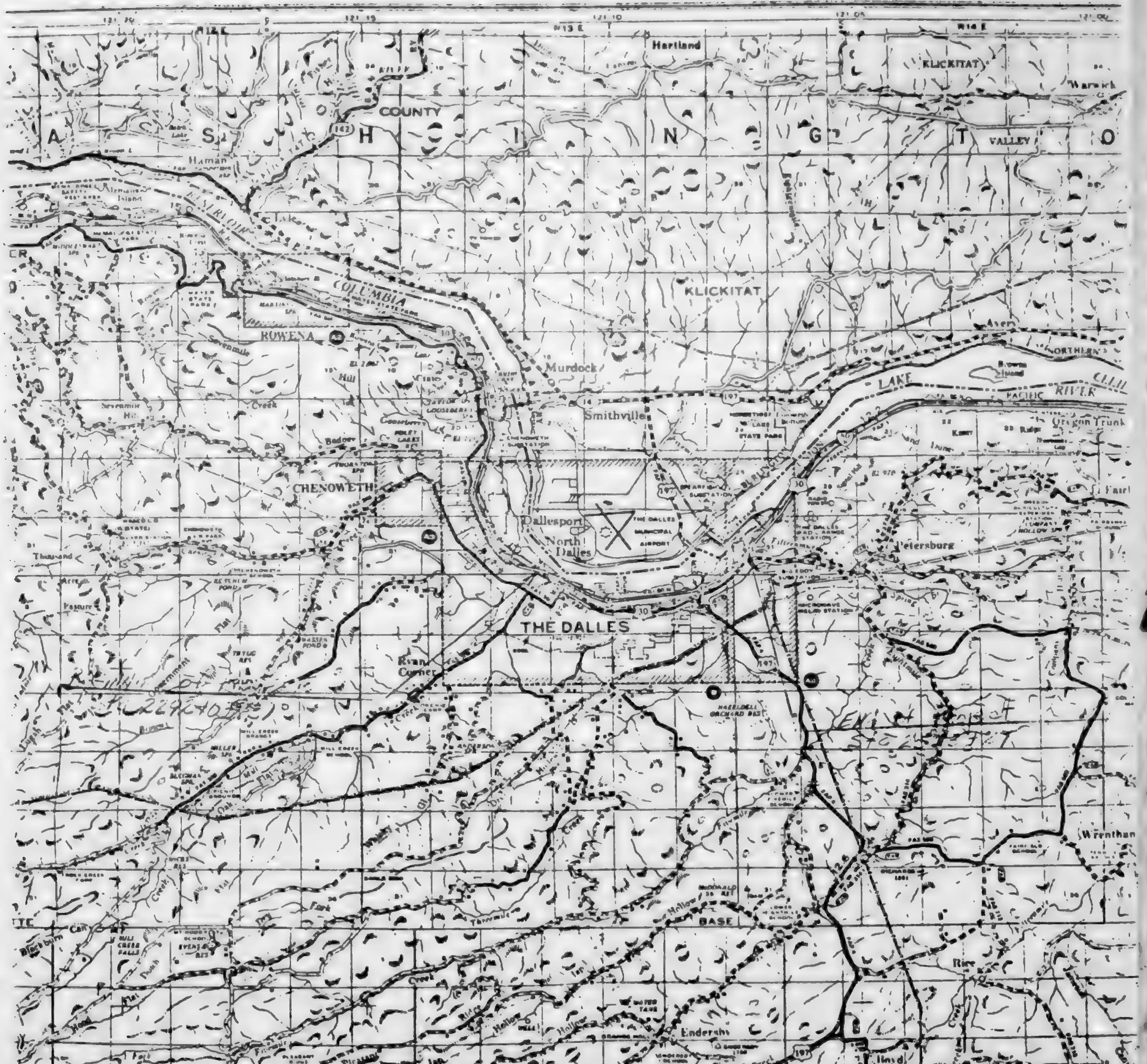
* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

- ☐ Draft EIS
- ☐ Final EIS
- ☐ Supplemental Draft EIS
- ☐ Supplemental Final EIS
- ☐ Section 4(f)
- ☐ Negative Declaration
- ☐ State-Wide Negative Declaration
- ☐ Other ________________________

In accordance with Chapter 1, Title 23 CFR, Part 771, the proposed project is judged to be a non-major action.



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COUNTY
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KLICKITAT
ROWENA
Murdock
Smithville
LAKE
RIVER
NORTHERN
PACIFIC
Oregon Trunk
Sevenmile Hill
Creek
CHENOWETH
Dallesport
North Dalles
THE DALLES MUNICIPAL AIRPORT
Petersburg
THE DALLES
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Acre
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Ryan Corner
Creek
Mill
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BASE
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Endersby
Boyd
Rice
DUFUR
Ramsey Hall
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UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 27, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon I-80N-3(-)
The Dalles-Fifteen Mile Creek
Wasco County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's June 11, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Lyppus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

7-1-75
ORIGINAL TO
L. W. Rulien

Hunter
FOR

Info	[illegible]	[illegible]	D/R	Sign	Act	File
					✓	

RECEIVED
JUL 1 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8375 Rowena Intchge. Sec. of Col. 1976
River Hwy. W. of The Dalles
(Grade, pave, structure & signing)

U.S. GOVERNMENT PRINTING OFFICE: 1974 — 734/628

cc: State (H. S. Coulter)
Washington, D.C. (HHC [illegible]2)

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Wasco	DIVISION Oregon
DATE OF REPORT 10-12-78	REPORT MADE BY Vincent Tabor, Asst. A.E.		PROJECT NO. I-80N-3(73)74
COMPLETION DATE 5-13-77	ACCEPTANCE DATE BY CONTRACT AGENCY 8-22-77	TIME ELAPSED 93 %	CONTRACT TIME 250 work days
APPROVED EXTENSIONS None	LOCATION Rowena Interchange Section, a 0.49 segment of Interstate 80N		

***The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.**

***A copy of the State's materials certificate is attached to the Division office copy of this report.**

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COLUMBIA RIVER HIGHWAY - I-80N
Safety Revisions

The project provided for the necessary construction to bring the subject section up to present Interstate safety standards. A high type pavement overlay was also included in this work along with the Rowena structure revision to give adequate horizontal and vertical clearances.

The final inspection addresses contract costs and the reasons for under and/or overruns.

Project acceptance~~s~~ was recommended on 5-25-77.

REFER TO

COPY SENT
OCT 25 19[illegible]
Washington

***NOTE: Not applicable for direct federal projects.**

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE D. B. Carter Original Signed by D. B. Carter Area Engr.		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 10-24-78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

State Copy

8375-33

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL CARD: *To be completed by Washington Headquarters Personnel* 2 4 | 5 8 | 9 12 | 13 15 | 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE Oregon	COUNTY Wasco	FEDERAL PROJECT NO. I80N-3(73)74		URBAN ( ) RURAL x)

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
CARD A		CONSTRUCTION TYPE CODES		6201	X220	DATE STARTED June 22, 1976
	20	FINAL CONSTRUCTION COST	DOL.	445,282	130,700	DATE COMPLETED May 13, 1977
	21	LENGTH OF PROJECT	MILES	.457	.017	TOTAL NO. BRIDGES 1

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
	30	LABOR		TOTAL MAN HOURS 10,806	GROSS EARNINGS 141,397
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	220,324	61,708
	9	PETROLEUM PRODUCTS	GAL.	12,187	4,237
	1	CEMENT	BBL.	85	
CARD C	2	AGGREGATES PURCHASED	TON	14,783	
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	110,450	
	4	LUMBER	THSD. BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		16,539
	8	STRUCTURAL STEEL	LB.		25,450
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.		150
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		66,880
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	5,219	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	8,578	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel 48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD	ITEM	SIZE *(In.)*	LGTH. *(Lin. ft.)*
CARD H	6	CORRUGATED STEEL CULVERT	
		24	54
		36	150
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
		18	300
		12	48
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6, Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for an, subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

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*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz
Gen. Loan Officer

Re: Babler Bros., Inc.

The retainage requirement on contract 8343 has been reduced to $30,000. This releases $65,000. In accordance with a phone conversation with Mr. Richards of Babler Bros. on Sept. 12th, 25,000 will be applied to contract 8527 and the balance will be converted to cash.

We have received Safekeeping receipt 144688 for TCD 324871 in the amount of $95,000 and TCD 324872 in the amount of $25,000 both maturing October 12, 1977. These replace TCD 324795 in the amount of $65,000 and TCD 324796 in the amount of $95,000.

In addition Mr Richards indicated by memo of Sept. 2nd that the $5,000 released on contract 8375 whould be applied to contract 8504.

Summary:

Contract	Prior Allocation	Change	New Allocation
8343	$ 95,000	$ (65,000)	$ 30,000
8375	5,000	(5,000)	--
8439	15,000	--	15,000
8504	45,000	5,000	50,000
8527	25,000	25,000	50,000

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

JJK:mm

cc: Babler Bros.,Inc.

bc: C.W . Head
R. Church
C.W. Barrett, Jr(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8375

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 31, 1977

U.S. National Bank
Citizens Branch
PO Box 14729
Portland, OR 97202

Attention: Don Kluherz,
Gen.Loan Officer

Re: Babler Bros.,Inc.
Contract 8375

This project has been finalled. The $5,000 deposited in lieu of retainage may be released or transferred to another project.

Please notify this office as to the disposition of this deposit.

Vernon E. Skoog
Controller

by ________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Babler Bros., Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8375

8

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 25, 1977

U.S. National Bank
Citizens Branch
PO Box 14729
Portland, OR

8527

Attention: Don Kluherz
Gen. Loan Officer

Re: Babler Bros.,Inc.

We have received safekeeping receipt 144641 which shows TCD 324813 in the amount of $25,000 maturing September 16, 1977 replaces TCD 324737 for the same amount.

In addition Mr. Richards with Babler Bros., Inc. by memo of August 16, 1977 authorized transfer of $25,000 from contract 8375 to contract 8527. This is in accordance with our letter of August 15th reducing the retainage requirements on contract 8375 to $5,000.

Vernon E. Skoog
Controller

by ________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Babler Bros.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett,Jr.(Att.)

August 24, 1977

Seaboard Surety Co.
90 William Street
New York, New York 10038

Gentlemen:

Contract No. 8375 awarded to Babler Bros., Inc., for work on the Rowena Interchange Section of the Columbia River Highway in Wasco County was completed on May 13, 1977, and accepted by the State Highway Engineer on August 22, 1977.

The total contract amount is $575,655.48 including $2,225.39 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours

C. W. Head
COMMISSION SERVICES

fkn

cc Babler Bros., Inc.
4617 SE Milwaukie Avenue
Portland, OR 97202

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Carl Williams

8375

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 15, 1977

Babler Bros.,Inc.
4617 S.E. Milwaukie
Portland, OR 97202

Attention: R.A. Richards,
Office Manager

Re: Contract 8375

Retainage requirements on this project have been reduced $5,000. You presently have $30,000 in securities deposited in lieu of retainage on this project. $25,000 may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ___________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

8375

4

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 12, 1977

U.S. National Bank
Citizens Branch
PO Box 14729
Portland, OR 97214

Attention: Don Kluherz
Gen. Loan Officer

Re: Babler Bras.,Inc.

We received safekeeping receipt 144688 for TCD 324795 in the amount of $65,000 and TCD324796 in the amount of $95,0 00 both maturing September 9, 1977. These replace TCD 324716 in the amount of $65,000 and TCD 324717 in the amount of $95,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8081	$ 35,000	(35,000)	-0-
8343	95,000	-0-	95,000
8375	30,000	-0-	30,000
8439	15,000	-0-	15,000
8504	10,000	35,000	45,000
	$185,000	-0-	$185,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

cc: Babler Bros.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

8375 1

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rowena Interchange

WEEK ENDING: June 11, 1977

SECTION PREFIX: 633-1016-900

HIGHWAY: Columbia River

COUNTY: Wasco

NAME OF JOB: Rowena Interchange

KIND OF WORK: Grade, Paving, Structure and signs

CONTRACTOR: Balber Bros

CONTRACT NUMBER: 8375

FEDERAL AID PROJECT NUMBER: I80N-3(73)74

DATE OF CONTRACT: June 4, 1976

DATE WORK STARTED: June 22, 1976

ESTIMATED COMPLETION DATE: May 13, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 250

CALENDAR DAYS USED 233

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED: 233/250 = 93%

PROJECT AUTHORIZATION: $ 741,586.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%

EXCLUSIVE OF ENGINEERING: $ 682,782.10

ENGINEERING AUTHORIZATION: $ 58,804.20

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 86%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 580,546.36

ENGINEERING COST TO DATE: $ 62,091.01

DATE PROJECT WAS COMPLETED: May 13, 1977

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 15 %

PERCENT OF AUTHORIZATION: 106 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K
RECEIVED
Richards
Bond
Glenn
Jackmond
JUN 15 1977
Berg
Harwood
Johnsen
CONSTRUCTION SECTION
Walker

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROJECT COMPLETED MAY 13,1977

SEMI_FINAL COMPLETED JUNE 10,1977

SIGNED Norman L. Oliva LOCATION Portland

Norman L. Oliva

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

8375

ROBERT W. STRAUB

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

April 14, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz,
General Loan Officer

Re: Babler Bros.,Inc.

Safekeeping receipt 144651 for TCD 271994 in the amount of $95,000 and TCD 271995 in the amount of $65,000 both maturing May 8, 1977 has been received. This replaces security receipt 144602 for $210,000.

Total Summary of Securities:

	Prior Allocation			New Allocation	
Contract	Amount	TCD	Change This Transaction	Amount	TCD
8081	$35,000	271918	-0-	$35,000	271994
8192	60,000	271917	(50,000)	10,000	271995
8235	25,000	271917	-0-	25,000	271995
8343	30,000	271917	-0-	30,000	271995
	25,000	271918	-0-	25,000	271994
	15,000	271939	-0-	15,000	271939
	70,000			70,000	
8375	30,000	271918	-0-	30,000	271994
8439	5,000	271918	-0-	5,000	271994
	10,000	271939	-0-	10,000	271939
	15,000			15,000	

Vernon E. Skoog
Controller

by____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: Babler Bros.,Inc.

bc: C.W.Head
R. Church
C.W. Barrett(Att.)

837

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 12, 1977

U.S. National Bank
Citizens Branch
P.O. Box 14729
Portland, OR 97214

Attention: Don Kluherz
General Loan Officer

Re: Babler Bros, Inc.

Safekeeping receipt no's 144599 and 144602 were received and indicate the following TCD replacements:

Rec. No.	Original TCD	Amount	Replacement TCD
144599	271630	$ 5,000	271697
144599	271632	55,000	271699
144602	271653	100,000	271741
144602	271654	115,000	271742

Retainage requirements on contract 8235 have been reduced $25,000. Distribution of the $65,000 released on this project is being made in accordance with a telephone conversation with Ray Richards of Babler Bros. on this date.

Security Summary:

Contract	Prior Total	This Transaction	TCD	New Total
8081	$ 35,000	No change		$ 35,000
8192	115,000	$ 10 ,000	271699	125,000
8203	30,000*	No change		30,000
8235	90,000	(20,000)	271699	
		(15,000)	271741	
		(30,000)	271742	25,000
8343	-0-	10,000	271699	
		15,000	271741	
		30,000	271742	55,000
8375	30,000	No change		30,000

* Includes $25,000 deposited under safekeeping receipt no. 144566 for TCD no. 271669.

Vernon E. Skoog,
Controller

NOTED
C. W. HEAD

bc; C.W.Head(Att.)
R. Church
C. Barrett(Att)
cc: Babler Bros

By ______________________
James J. Kinns, Contract Payments Executive

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

JJK:mm C.W. Head

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING RECEIPT

144599

Branch [illegible] No. 10

DATE 10-27-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of [illegible] BROS INC.
[illegible]
Portland, Oregon 97202

[illegible]

DEPOSITED BY L. Taylor

$55,000.00	TCD 14 00271545 dated 10-27-76 due 11-26-76 @5%(ren 14 271442)
$5,000.00	TCD 14-0271630 dated 11-26-76 due 12-27-76 @5% (ren 14-271543)
$55,000.00	TCD 14-00271632 dated 11-26-76 due 12-27-76 @5% (ren 14-271545)
$5,000.00	TCD 14 271697 dated 12-27-76 due 1-26-77 @5% (ren 14 271630)
$55000.00	TCD 14 271699 dated 12-27-76 due 1-26-77 @5% (ren 14 271632)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL.

☐ New Sec. MAT.

☐ Addition INT.

TELLER

CUSTOMER
(Unnecessary if Sig. Card on file)

-288 7/72

Branch Record Copy

RECEIVED
1976
CONTRACT ACCOUNTING

RECEIVED
DEC 30 1976
CONTRACT ACCOUNTING

AUTOMATIC RENEWAL

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms.

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20 Burkede J. Streng (AUTHORIZED SIGNATURE)

11-2204 2/76

144602

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

Branch CITIZENS No. 20

DATE 12-8-76

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

For The Account of
BABLER BROS INC.
4617 S. E. Milwaukie
Portland, Oregon 97202

DEPOSITED BY L. Taylor

Assignment to Oregon State Highway Attached

$115,000.00	TCD 14 00271581 dated 11-8-76 due 12-8-76 @5%(ren 14 271491)
$100,000.00	TCD 14 00271580 dated 11-8-76 due 12-8-76 @5%(ren 14 271492)
$100,000.00	TCD 14 271653 dated 12-8-76 due 1-7-77 @5%(ren 14 271580)
$115,000.00	14 271654 dated 12-8-76 due 1-7-77 @5%(ren 14 271581)
$100,000.00	14 271741 dated 1-7-77 due 2-7-77 @ 5%(ren 14 271653)
115,000.00	14 271742 dated 1-7-77 due 2-7-77 @ 5%(ren 14 271654)

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

DEPOSIT

☐ New Cust BAL.

☐ New Sec. MAT.

☐ Addition INT.

TELLER

CUSTOMER (Unnecessary if Sig. Card on file)

No. [illegible] 271741

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

5 % (RATE) Jan. 7, 1977 ISSUE DATE Feb. [illegible], 1977 MATURITY DATE $ 100,000.00

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF UNITED STATES NATIONAL BANK 100000 dol's 00 cts DOLLARS

TO * * * * * BABLER BROS INC. * * * * * * * * * * * * *

4617 S.E. Milwaukie (ADDRESS) (CITY) Portland, (STATE) Oregon 97202 (ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein.

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST

☐ Frequency of Payment
- ☐ Quarterly
- ☐ Semi-annual
- ☐ Annual
- ☒ At Maturity

Method of Payment
- ☐ Deposited to Checking
  - No. ______
  - Br. ______
- ☐ Deposited to Savings
  - No. ______
  - Br. ______
- ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST

Interest will be compounded quarterly from issue date.

Taxpayer's Identification No.

93-0374164

INTEREST

Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above. NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW

AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms.

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20 Barbara J. Strong (AUTHORIZED SIGNATURE)

11-2204 2/76

UNITED STATES NATIONAL BANK OF OREGON

SAFEKEEPING RECEIPT

144602

Branch CITIZENS No. 20

DATE 17-3-76

For The Account of
BABLER BROS INC.
4617 S. E. Milwaukie
Portland, Oregon 97202

DISPOSITION OF PROCEEDS
- ☐ CR. CKNG. Acc't ______
- ☐ CR. SVNG. Acc't ______
- ☐ Remit ______

Assignment to Oregon State Highway Attached

DEPOSITED BY L. T[illegible]

U.S. Bank Savings Certificate

No. 14-00 271742

NON-NEGOTIABLE CERTIFICATE OF DEPOSIT

5 % (RATE) Jan. 7, 1977 ISSUE DATE Feb. 7, 1977 MATURITY DATE $115,000.00

UNITED STATES NATIONAL BANK OF OREGON

WILL PAY THE SUM OF UNITED STATES NATIONAL BANK 115000 dol's 00 cts DOLLARS

TO * * * * *BABLER BROS INC. * * * * * * * * * * *

4617 S.E. Milwaukie (ADDRESS) (CITY) Portland, Oregon (STATE) 97202 (ZIP CODE)

Upon return of this certificate properly endorsed on the above maturity date or upon any subsequent maturity date as provided herein

☒ Single Maturity ☐ Automatic Renewal

☒ SIMPLE INTEREST
- ☐ Frequency of Payment
  - ☐ Quarterly
  - ☐ Semi-annual
  - ☐ Annual
  - ☒ At Maturity
- Method of Payment
  - ☐ Deposited to Checking
    - No.
    - Br.
  - ☐ Deposited to Savings
    - No.
    - Br.
  - ☒ Paid by Cashier's Check

☐ COMPOUND INTEREST
Interest will be compounded quarterly from issue date

Taxpayer's Identification No. 93-0374164

INTEREST

Interest will be paid in accordance with the option(s) checked from issue date at the per annum rate set forth above. NO INTEREST WILL BE PAID ON THIS CERTIFICATE AFTER MATURITY UNLESS AUTOMATICALLY RENEWED AS PROVIDED BELOW.

AUTOMATIC RENEWAL (applicable only if Automatic Renewal box is checked)

THIS CERTIFICATE WILL BE RENEWED AUTOMATICALLY AT THE SAME INTEREST RATE AND TERMS unless (1) presented and surrendered for payment within ten days after any maturity date or (2) at least ten days prior to any maturity date the Bank has sent written notice to the owner of the Bank's election not to renew or (3) at least ten days prior to any maturity date the Bank has sent written notice to the owner that renewal will be at different interest rate or terms.

This certificate is a time certificate of deposit assignable only on the books of the issuing branch of this Bank and is subject to all the rules and regulations now or hereafter issued by the Federal Deposit Insurance Corporation, the Board of Governors of the Federal Reserve System and this Bank.

PAYABLE AT Citizens (ISSUING BRANCH) BRANCH (NO.) 20

Barbara J. [illegible]
(AUTHORIZED SIGNATURE)

11-2204 2/76

9375

15

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
80N-3(73)74

ATE PROJECT NO.
See below

COUNTY NAME
Wasco

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-848

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
E. S. HUNTER

RECEIVED
STATE

DEC 13 '76

REFER TO
Quelien

FOR

DATE PS&E APPROVED 5-5-76	DATE AUTHORIZATION EFFECTIVE 11-17-76	FEDERAL ROUTE NUMBER Interstate 80N STATE ROUTE NUMBER Primary Route 2

GENERAL LOCATION:
Furnish and install directional sign on Mosier- The Dalles Hwy.

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION - PROCEED ON AN XXXXXXX XXXXXXXXXXR FORCE ACCOUNT BASIS

or

REMARKS
As requested in Mr. Keasey's letter of 11-29-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 2 in the amount of $220 - Federal Funds $200.

DATE 12-9-76	SIGNATURE OF APPROVING OFFICIAL G. K. Hessner for	TITLE Division Administrator

ORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-858

(P) [illegible]

SP*70602-734

8375

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 29, 1976

U.S. National Bank
P.O. Box 14729
Portland, OR 97214

Re: Babler Bros
Contracts: 8081, 8192, 8235, 8375

Please show transfer of $100,000.00 in certificates deposited in lieu of retainage with your bank as follows; on our Contracts with Babler Bros:

From Contract:	Amount	To Contract:	Amount
8081	$100,000	8192	$55,000
		8235	15,000
		8375	30,000

Thank you,

Vernon E. Skoog
Controller

by ____________________
Janice H Peterson
Contract Payments Executive

JP:mm

cc: Babler Bros.

bc: C. W. Head ✓
R. Church
C. Barrett

NOTED
C. W. HEAD

9375

1

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-103	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Wasco Project No. I-80N-3(73)74 Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23 U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N, Rowena Interchange

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-5-76	0.474
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 717,618	$ 662,217

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator ____________________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, June 10, 1976

Federal-Aid Project
No. I-80N-3(73)74 Safety

Rowena Interchange
Columbia River Highway
Wasco County

Project Agreement Estimate

Type Code 6201
Roadway (E.B. Sta. 1879+00 to Sta. 1904+00)

Mobilization	All	Required		$ 30,000.00
Temporary Protection and Direction of Traffic	All	Required		20,000.00
Temporary Signs	1,050	sq.ft.	4.00	4,200.00
Temporary Barricades	9	only	100.00	900.00
Temporary Concrete Barriers	900	lin.ft.	5.00	4,500.00
Moving Temporary Concrete Barrier	525	lin.ft.	2.00	1,050.00
Temporary Plastic Safety Markers	10	only	40.00	400.00
Flagmen	2,500	hours	15.00	37,500.00
Clearing and Grubbing	All	Required		15,000.00
Removal of Structures and Obstructions	All	Required		7,500.00
General Excavation	25,420	cu.yds.	4.50	114,390.00
Trench Excavation	200	cu.yds.	30.00	6,000.00
Finishing Roadbed and Slopes	All	Required		5,000.00
Furnishing and Placing Topsoil	1,040	cu.yds.	10.00	10,400.00
Watering	200	M-gals.	6.00	1,200.00
1"-0 Aggregate Base	8,620	tons	5.00	43,100.00
Class "B" or Class "C" Asphalt Concrete Mixture	7,800	tons	10.00	78,000.00
Class "E" Asphalt Concrete Mixture	1,200	tons	12.00	14,400.00
Asphalt Cement in Mixture	590	tons	70.00	41,300.00
Portland Cement Additive in Class "E" Mixture	12	tons	60.00	720.00
Asphalt in Tack Coat	5	tons	20.00	1,000.00
24-inch Culvert Pipe	36	lin.ft.	25.00	900.00
24-inch Sewer Pipe	78	lin.ft.	30.00	2,340.00
36-inch Sewer Pipe	136	lin.ft.	70.00	9,520.00
Extra for Pipe Under Pavement	80	lin.ft.	15.00	1,200.00
Concrete Manholes	1	only	2,000.00	2,000.00
Concrete Inlets, Type D	1	only	600.00	600.00
8-inch Drain Pipe	50	lin.ft.	10.00	500.00
Guard Rail, Type 2	1,325	lin.ft.	4.00	5,300.00
Guard Rail, Type 2A	550	lin.ft.	6.00	3,300.00

Guard Rail, Type 2A with 9-foot Post	400 lin.ft.	8.00	3,200.00
Guard Rail, Type 3	50 lin.ft.	13.00	650.00
Guard Rail Anchors, Type 1	4 only	250.00	1,000.00
Guard Rail Anchors, Type 2	2 only	250.00	500.00
Rail End Pieces, Type A	2 only	15.00	30.00
Rail End Pieces, Type C	4 only	100.00	400.00
Concrete Curbs	400 lin.ft.	4.00	1,600.00
Extra for Asphalt Approaches	2 only	200.00	400.00
Concrete Barrier	2,650 lin.ft.	10.00	26,500.00
Paved Culvert End Slopes	58 sq.ft.	15.00	870.00
Delineators	40 only	20.00	800.00
Adjusting Manholes	1 only	700.00	700.00
Roadside Seeding and Mulching	5 acres	500.00	2,500.00
*Asphaltic Rubber Chip Seal Bridge No. 7552A	775 sq.yds.	12.00	9,300.00

Signing

Removal of Existing Sign Installations	All Required		500.00
Wood Sign Posts	All Required		600.00
Sign Support Footings	All Required		2,000.00
Breakaway Sign Posts	All Required		300.00
Single Post Slip Base Sign Support	All Required		1,500.00
Type "D" Signs in Place	19 sq.ft.	10.00	190.00
Move Existing Signs	All Required		1,500.00
			$517,260.00

*Experimental, Catagory 2

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,000.00
Stage Construction Striping	All Required	1,000.00
Temporary Erosion Control (E.W.)	All Required	1,500.00
On-the-Job Trainee (2 @ $800)(E.W.)	All Required	1,600.00
		$ 5,100.00
	Subtotal	$522,360.00
	Engineering	52,236.00
	Total	$574,596.00

Type Code X220
Structure Bridge No. 7552A (Sta. 1894+92 to Sta. 1895+80)

Raise Existing Bridge	All Required		$ 72,000.00
Shoring, Cribbing, Etc.	All Required		2,000.00
Structure Excavation	115 cu.yds.	10.00	1,150.00
Furnish HP 10X42 Steel Piling	500 lin.ft.	10.00	5,000.00
Drive Steel Piles	8 only	400.00	3,200.00
Splice Steel Piles	2 only	50.00	100.00
Structural Concrete, Class 3300 (60 cu.yd.)	All Required		10,000.00
Structural Concrete, Class 4000 (90 cu.yd.)	All Required		16,000.00
Reinforcement (42,000 lb.)	All Required		15,000.00
Grouted Stone Slope Paving	175 sq.yds.	30.00	5,250.00
8-inch Culvert Pipe	40 lin.ft.	8.00	320.00
	Subtotal		$130,020.00
	Engineering		13,002.00
	Total		$143,022.00

Length of Roadway - - - - - - - - - - - - 0.457 Mile
Length of Structure (1) - - - - - - - - - 0.017 Mile
Total 0.474 Mile

Cost of Roadway Per Mile - - - - - - - - - $1,257,321.65

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$574,596.00	$530,237.00	$ 44,359.00
Structure	143,022.00	131,980.00	11,042.00
Total	$717,618.00	$662,217.00	$ 55,401.00

Group 1	100%
Contract No.	8375
Prefix No.	633-1016

Rowena Interchange
Nonparticipating - State Work

State Responsibility for Damages	$ 1,000.00

8375

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, OR
May 28, 1976

FILE:

NOTED
E. S. HUNTER

FROM: C. T. Keasey Keasey
Construction Engineer

TO: J. X. Wilson w/att.
Bob Sandmann w/att.

SUBJECT: Asphalt-Rubber Chip Seal for Bridge Deck Membrane
Fairgrounds Intch. - Roberts Cr. Section
Pacific Hwy. I-5
Rowena Intch. Section and
The Dalles - Fifteenmile Cr. Section
Columbia R. Hwy. I-80N

Each of the three subject projects, on which bids were received yesterday, May 27, contained specifications for Asphalt-Rubber Chip Seals for bridge deck membranes. These specifications in all three cases allowed an option for either "devulcanized rubber" (Option No. 1) or "vulcanized rubber" (Option No. 2) to be used in the asphalt-rubber seal.

Information just received (Jenkins May 26 memo attached) indicates virtually complete failure of the "devulcanized rubber" process (Option No. 1) in Arizona within a very short period of time.

This problem has been discussed with various staff people and with Highway Administration and it has been decided to eliminate the optional use of the "devulcanized rubber" system and to allow only Option No. 2, the "vulcanized rubber" system.

Please negotiate price agreements with your contractors, as we discussed by phone, reflecting this change in the specifications.

CTK:mk

Att.

cc: E. S. Hunter
J. H. Versteeg
Walt Hart
John Jenkins
FHWA w/att.

RECEIVED
STATE HWY ENGR
JUN 1 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8375

15

I-80N-3(73)74
STATE PROJECT NO.

LETTER OF APPROVAL AND/OR AUTHORIZATION

Rowena Interchange
COUNTY NAME
Wasco

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-848

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 25 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED: 5/5/76

DATE AUTHORIZATION EFFECTIVE: 5/5/76

FEDERAL ROUTE NUMBER: Interstate Route 80N

STATE ROUTE NUMBER: Primary Route 2

GENERAL LOCATION:
I-80N Rowena Interchange

GENERAL DESCRIPTION OF WORK:
Grade, pave, structure, ans signing.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify)

Permanent Pavement Striping	$1,000
State Const. Striping	1,000
Temporary Erosion Control	1,500
On the Job Training	1,600

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 5/3/76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 5/3/76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $650,794, Federal funds $600,522.

A signed copy of the Title Sheet is returned herewith.

DATE: 5/5/76

SIGNATURE OF APPROVING OFFICIAL: G. K. Hosmer

TITLE: for Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976-

8375

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
I- N-3(73)74

STATE PROJECT NO.
Rowena Interchange

COUNTY NAME
Wasco

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
I-848

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR

MAY 12 '76

REFER TO
Rulien

FOR

Info	Inves	R/O	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
5/3/76

FEDERAL ROUTE NUMBER
Interstate Route 80N

STATE ROUTE NUMBER
Primary Route 2

GENERAL LOCATION:
I-80N Rowena Interchange

GENERAL DESCRIPTION OF WORK:
Grade, drain, high-type pavement, sign, and structure, including RR protective services.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)
Program approval

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 4/27/76 letter I approve the subject project for inclusion in the Federal-aid program.

DATE
5/3/76

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

TITLE
Division Administrator

FORM PR-1240 (REV. 6-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-831-255

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 27, 1976

In reply refer to: 1041B.4

SUBJECT: Oregon Project I-80N-3(73)74
Rowena Interchange
Columbia River Highway
Wasco County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's April 20 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

G. L. Green
for

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 4, Fenton)

RECEIVED
STATE HWY ENGR
MAY 4 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
R. L. SCHR

RECEIVED
MAY 4 1976
Office of
Assistant State Highway Engineer

1775 13

~~PRO 6-2~~

April 27, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-80N-3(73)74
Wasco County

We are submitting program data for one project, Item No. 848, Project No. I-80N-3(73)74, "Rowena Interchange Section", which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on May 27, 1976.

We request a waiver of District 9 Clearinghouse A-95 review based on the fact that the work involved (1) is stage construction consisting of an overlay of asphalt concrete pavement to increase the structural strength of the traffic lanes and shoulders; (2) is safety improvement to update the roadside to present interstate standards conforming with recommendations set forth in AASHTO's "yellow book"; (3) is such that it will not affect decisions or other public works activities of concern to clearinghouse agencies, or result in significant alteration of land use or traffic flow patterns which would require changes in planning completed or underway.

Encl.

JLG:re

cc: C. M. Williams (Region 4)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 27, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* I-80N, Rowena Interchange 21 65	ADT	PRESENT 9,400	FUTURE 14,000 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Gr, Dr, HT Pav, Sign, 1 Bridge 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) I- 14 23	NUMBER 80-3

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Wasco				CODE 06 (14)
	NAME OF URBAN AREA --- 17-31	ROUTE NO. 1	FEDERAL-AID I-80N (32)	STATE 2 (36)	U.S. (37) I-80N	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) (safety) 6201 X220		"Rowena Interchange Section"	0.49	653,000	602,500	50,500	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.49	653,000 (16) (23)	602,500 (24) (33)	50,500	
1	14	PROGRAM APPROVAL DATES					REMARKS	

Additional Data: Item Nos. 40D a
I-80N-3(11)74 and I-80N-3(55)69.

-OVER-

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 27, 1976

OCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rowena Interchange		9,400	14,000	96	10	Oregon	41	042	848

35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I Projects Only POST MI.	I Projects Only DESIG.
gn, 1 Bridge								I-	80-3	(73)	74	N

Interstate

—

COUNTY NAME	Wasco		CODE 065	
ROUTE NO. 1	FEDERAL-AID I-80N	STATE 2	U.S. I-80N	

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
							RR protective service as required.
	"Rowena Interchange Section"	0.49	653,000	602,500	50,500		ROW-200' normal; Access control-none; Parking restrictions-complete.
JLG	PROJECT TOTALS	0.49	653,000	602,500	50,500		

DATES

REMARKS

Additional Data: Item Nos. 40D and 502B; Project Nos. I-80N-3(11)74 and I-80N-3(55)69.

-OVER-

ROWENA INTERCHANGE SECTION

PROJECT NO. I-80N-3(73)74

REMARKS - continued

Project Data: The work consists of (1) grade, drain, and overlay with H.T. pavement the existing facility consisting of four 12-ft. lanes with 10-ft. shoulders and 8.4-ft. minimum median; (2) safety revisions to bring to present Interstate standards the roadway slopes, signs, guardrails, median barrier, and minor drainage structures and other appurtenances; (3) widening existing structure from 58-ft. horizontal clearance to 80.4-ft. (Bridge No. 7552A, Hwy. over Hwy., RC slab span, L. 88', H-20 loading); (4) RR protective service as required.

IM 50-1-70 Requirements:

(a) State Clearinghouse - - - Exempt from A-95 review under working agreement.

(b) District 9 Clearinghouse - - - Waiver of A-95 review being requested under the program submittal letter based on the fact that the project is stage construction of the pavement structure and safety improvement.

FHPM 7-7-2 Requirements: Non-major action project concurred in by FHWA on April 27, 1976.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - None required under the Oregon Action Plan (Category 3 project).

(b) Location/Design - - - Not a factor in the development of this project.

NOTE: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

(2) The project qualifies as a "Safety Improvement Project" under the provisions of FHPM 6-8-2-1 as the work, other than the overlay, is for the correction of features identified as hazardous in the AASHTO report, "Highway Design and Operational Practices Related to Safety".

(3) This project is in Congressional Distri

(4) The necessary landscaping of this sect construction scars caused by this proje under a separate project or projects i "stage construction".

Data for PR-37:

Pavement (type code 6201) - - - - - - - -	$40
Bridge (type code X220) - - - - - - - - -	15
Safety Revisions (Ycodes 002, 007, 101)	9
Total estimated cost - - - -	$65

ists of (1) grade, drain, and overlay
ng facility consisting of four 12-ft.
and 8.4-ft. minimum median; (2)
present Interstate standards the road-
median barrier, and minor drainage
ances; (3) widening existing structure
nce to 80.4-ft. (Bridge No. 7552A, Hwy.
38', H-20 loading); (4) RR protective

- - - Exempt from A-95 review under

house - - - Waiver of A-95 review being
program submittal letter based on the
ct is stage construction of the pavement
y improvement.

n-major action project concurred in by

- None required under the Oregon Action
  Plan (Category 3 project).

- Not a factor in the development of
  this project.

ees, as set forth in FHWA order interim
project will be determined at PS & E
mber stipulated in the PS & E documents.

fies as a "Safety Improvement Project"
ions of FHPM 6-8-2-1 as the work, other
, is for the correction of features
azardous in the AASHTO report, "Highway
ational Practices Related to Safety".

(3) This project is in Congressional District No. 4.

(4) The necessary landscaping of this section to conceal the construction scars caused by this project will be done under a separate project or projects in the future as "stage construction".

Data for PR-37:

Pavement (type code 6201) - - - - - - - -	$404,800
Bridge (type code X220) - - - - - - - - -	152,100
Safety Revisions (Ycodes 002, 007, 101)	96,100
Total estimated cost - - - -	$653,000

1-80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 20, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Rowena Interchange Section
Columbia River Highway
Wasco County

TO: MEMORANDUM TO THE FILES

The preliminary plans were reviewed at The Dalles on Thursday, April 15.

Resident Engineer, Norm Oliva, will submit a development plan for a prospective disposal in a quarry on the Mosier-The Dalles Highway approximately 1/2 mile westerly of the project. This plan to be mailed on Friday the 15th.

The special provisions should state that there could be conflicts in placing temporary signing with adjacent projects.

Include flagging for one-way traffic underneath the structure during the jacking operations.

Cut slopes, right of Stations 1882± to 1888±, to be steepened to parallel existing slopes. This will reduce the amount of excess excavation.

Right of Station 475± is a drainage channel that carries considerable debris. Since there are no culverts through the Mosier-The Dalles Highway water, mud and rocks overflow the roadway and onto the freeway. A settling basin, approximately 10' wide and 20' long, will be constructed to intercept the flow.

The signing and staging was reviewed and was deemed very adequate. Opinions varied as to the amount of rock in the cut right of Station 1885, but all agreed that some blasting will be required.

The existing median barrier has steel posts. Specifications will be changed noting this.

The following comments are from Lee Bice on signing.

It has been decided that the signs as shown on Sheets 2B and 2B-2 of the above project are in conformance with standard sign layout practices and that no changes are anticipated at this time.

It was pointed out that due to the raising of the structure there should be "BUMP" signs installed in advance of the structure. The future sign plans will show these two signs.

There were some power poles noted that are not on the plans. John Holcomb is to furnish these locations.

Approval has been received from the FHWA to overlay the interchange ramps. I reviewed using Class "C" or "E" mix for the overlay with Clarence Gregg and he recommends 2" of Class "C" mix because of strength.

LKW:jh
cc: Dave Carter, FHWA
Bob Sandmann, Region 4
Norman Oliva
John E. Holcomb
Byrant Jackmond
Paul Galloway
Bill Piete
Lee Bice
Steve Starky

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
3 Swenson
Savage
Trout

RECEIVED
APR 20 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

80N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
April 12, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: C. T. Keasey
Construction Engineer

SUBJECT: Temporary Protection and Direction of Traffic
Rowena Interchange Section
Columbia River Highway
Wasco County

The "Temporary Protection and Direction of Traffic" plan sheet 2B on the above named project appears at first glance to have an over-abundance of signs. However, you will note that three independent roads meet the Columbia River Highway (I-80N) at this interchange.

Blasting is required to provide trench to lay the 36" sewer pipe across the freeway at Station 1885+60 and also during the relocation of the old Columbia River Highway. It is for these phases of work under the project that the majority of the signs are called for. The Blasting Zone sign sequence is spelled out in Section 6B-30 (pg. 294) of the MUTCD Manual. The addition of "Be Prepared to Stop" and "Flagmen Ahead" signs to this sequence is necessary to stop traffic.

We feel that each highway or road converging at this location should have the Blasting Zone signing sequence due to the widespread public and private ownership of CB radios which could prematurely trigger a charge.

APPROVED 4-13-76
C T Keasey
Construction Engineer

cc: Duane Christensen

WGB:jh
cc: Carl Williams
J. S. Sawyer
Norman Oliva
W. G. Beard

REFERRED TO
Beard ___ Reed ___
Cole ___ Sample ___
Eriksen ___ ✓ Watson BW
Hager ___ Wolfe ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

Routing
I Keasey K RECEIVED ___ Richards ___
___ Bond ___ ___ Glenn ___
2 Jackmond ___ APR 13 1976 ___ Berg ___
___ Harwood ___
___ Johnsen ___ CONSTRUCTION
___ Walker ___ SECTION

83-5

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 12, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

SUBJECT: Rowena Interchange Section
Columbia River Highway
Wasco County

TO: MEMO TO THE FILES

The existing Rowena Structure will be raised and widened. The freeway traffic will be diverted to the interchange ramps, during daylight hours, for the following construction phases:

1. Driving sheet piling at structure ends
2. Raising the existing structure
3. Placing membrane seal on structure deck

NOTED
E. S. HUNTER

Traffic to be returned to the freeway at the end of each work day.

The use of the interchange ramps for traffic staging has been reviewed and approved by the following:

R. A. Sandmann, Region IV
Dave Carter, FHWA
Frank E. Terpin, Location
Roger Trygstad, Traffic
Duane O. Christensen, Final Design

RECEIVED
STATE HWY ENGR
MAR 15 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cc: E. S. Hunter
W. Hart
Carl Williams
Dave Carter, FHWA
Frank E. Terpin
Roger Trygstad
Wm. Beard

F375

80 N

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 10, 1976

In reply refer to: 1041B.4

SUBJECT: Oregon Project I-80N-3(-)
Rowena Interchange Section
Columbia River Highway
Wasco County

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

We have reviewed Mr. Versteeg's letter of March 1 regarding the widening and raising of the Rowena Interchange structure.

We agree that raising the existing structure is the most advantageous method to meet the required road grades for the Interstate mainline and to ensure proper vertical clearance for the crossroad under the widened structure. The raising of the structure is considered to be an eligible project cost.

for G.K. Hossner
G. L. Green

RECEIVED
STATE HWY ENG
MAR 12 '76
TO Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Versteeg ✓
Olson
[illegible] Roe
Scott
Swenson
Anderson
Trout

Cy Coulter
Rubin
Hewitt
3-12-76

RECEIVED
MAR 18 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not [illegible]
Return
Bring up
Other

REFERRED TO

Beard	Reed
Cole	Sample
Eriksen	✓ Watson W
Hager	Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

PRO 6-2

March 9, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Project Management Engineer

SUBJECT: Experimental Category 2

We are requesting approval for the use of a patented procedure engineered by Johns-Manville Corporation for application of asbestos asphalt deck seal membranes as experimental catagory 2 for the following listed structures:

US-31(11)	S. 6th Street Railroad Crossing (Klamath Falls)
I-80N-3(-)76	Rowena Interchange Crossing widening Bridge No. 7552A
I-80N-3(-)82	The Dalles-Fifteenmile Creek Section Fifteenmile Creek Bridge No. 308A and Crossing UPRR Bridge No. 8924

These structures will be added to the on going work plan for experimental deck seal or waterproofing and reported on as outlines in the work plan. The specifications will require the contractor to use the above mentioned process and contain instructions for carrying it out.

DAR:dp

cc: Walt Hart
J. H. Versteeg
C. G. Swenson
D. E. Swan

2

Road Design Section
Room 223
Oregon State Highway Building
Salem, OR 97310

March 1, 1976

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Re: Rowena Interchange Section
Columbia River Highway
Wasco County

Dear Mr. Green:

The Rowena Overcrossing structure will be widened to provide four twelve foot travel lanes, twelve foot shoulders and an 8.4 foot median. The structure will be widened nine feet left and thirteen feet right. There is .06 feet per foot super on the structure and when widened, the vertical clearance will be reduced to 14.41 feet.

The asphalt concrete on the deck varies from 2 inches to 6 inches, which will be removed. A deck seal will be applied to the concrete deck and overlaid with 2 1/4 inches of asphalt concrete including the open graded "E" Mix. Finish grade of the structure will be from 3 inches to 7 inches low after a 3 inch overlay of the existing roadway. The profile grade of the existing highway at the structure is in a sag.

Raising the structure 7 inches will eliminate the sag, less interference to traffic over having to dig down at the structure ends and eliminate the substandard vertical clearance.

The cost for raising the structure is $135,000 and $150,000 for digging down.

The method for widening the structure was approved at a meeting with Glenn Hossner, Herb Schell and Dave Carter on December 4, 1975. On February 13, 1976, verbal approval was given by Dave Carter to raide the structure rather

1 Versteeg ✓
Olson
2 Christensen DC
Scott
Swenson
Andersen
Trout

RECEIVED
MAR 1 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

than dig down at the structure ends.

Your approval is requested to incorporate the raising of the structure in theeproject to be covered by Safety Funds.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

LKW:az

5375

80-N

Salem, Oregon
December 29, 1975

F. E. Terpin
Final Design Engineer ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Carl M. Williams
Region IV Engineer

Rowena Interchange
Columbia River Highway
Wasco County

Additional field data is required to complete the revision on the named section, station 1885+00 to station 1910+00. Please obtain levels on edge of pavement and centerline. Also, levels on the "C" line, exit and entrance ramps, and the "A" line under the structure. Also, culvert, manholes and inlets ties and flowline elevations in the vicinity of the structure.

LKW:az
cc: J. S. Sawyer
L. L. Wallace
L. K. Watson

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 29 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

July 15, 1975

Mr. Earl B. Cooper
P. O. Box 78
Dallesport, WA 98617

Dear Mr. Cooper:

This is in answer to your letter of June 30 inquiring about the effect future highway planning in the area will have on your property.

According to our records, your property lies north of the Union Pacific Railroad tracks opposite the Rowena Interchange. The survey crew that contacted you was obtaining information for a study of a possible revision to that interchange. Our findings indicate that widening and minor upgrading of the present interchange will serve the anticipated traffic needs. We do not expect to make any changes in the present interchange configuration or in the access, therefore, your access will remain as it is at present. We do not anticipate any need to acquire property from your holdings for improvement of this section of I-80N.

For your information, overlay and safety improvement projects have been contracted on I-80N in both directions from the Rowena Interchange. Approval from the Federal Highway Administration is required for widening and upgrading the Rowena Interchange section.

Very truly yours,

V. D. Wolfe
Location Engineer

cc: E. S. Hunter

WHT:cc

RECEIVED
STATE HWY ENGR
JUL 15 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

RECEIVED
STATE HWY ENGR
JUL 2 '75
REFER TO
FOR
Info ☐ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

P. O. Box 78
Dallesport, Wash. 98617
30 June 75

Office of State Highway Engineer
1178 Chemeketa St N.E.
Salem, Ore 97310

Dear Sir:

A few months ago, a survey crew asked permission to survey a section of our property at Rowena, Oregon for a possible road, in connection with a new Freeway interchange.

We would like to know what future planning the State of Oregon has in this area, and what effect it might have on our property.

Sincerely,

Earl B. Cooper

Earl B. Cooper

RECEIVED
JUL 7 1975
LOCATION
SECTION

REFERRED TO
Wolfe
BY DEPUTY STATE HIGHWAY ENGINEER
Ack reply.

8376 Thatcher Rd. - 23rd Ave. 1976
(Forest Grove) Sec. of FAU 5020
(grading and paving)

C&A 5445 9-23-75

Form 734-1085

8376

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

City of Forest Grove
1924 Council Street
P.O. Box 326
Forest Grove, Oregon 97116
Attn: Mr. John Burdett
Director of Public Works

Date October 15, 1981

Invoice No.

P.O. No.

Crew No. 006-00

Additional funds to be refunded to City of Forest Grove for Federal Aid Urban Project No. M-5020(1) and (2), Thatcher Road-23rd Avenue Section.

$4,917.40

REF: CC 81-51

DESwan
D. E. Swan
Operation Programming Engineer

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE: 9-23-81

BILLING REQ. NO.: CC 81-51

YOUR ORDER NO.:

CREDIT DISTRIBUTION:
534-1906-295
334-1082-295

BILL TO: Code:

City of Forest Grove
1924 Council Street
P.O. Box 326
Forest Grove, Oregon 97116
Attn: Mr. John Burdett
Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement: Federal Aid Urban Project No. M-5020(1)&(2) Thatcher Road-23rd Avenue Section Gales Creek Road Covered by Agreement dated 9-22-75 Contract No. 8376			
TOTAL COST			$241,649.62
Less Federal Funds			203,164.41
Less State Share			19,242.61
City Share			$ 19,242.60
City Advance Deposit			24,160.00
REFUND DUE CITY			$ 4,917.40
(Please attach itemized statement to invoice)			

Advance Deposit Amount $ 24,160.00
Advance Deposit Previously Transferred to Highway Fund $ 20,000.00
Balance $ 4,160.00
Transfer to Highway Fund $ - - -
Refund Due $ 4,160.00
Partial or final request for billing FINAL
Number of the previous request in connection with this service. CC 1642

Amount Due . . . . . $

Submitted by: Gary E. Zehner
Gary E. Zehner

Approved:
For D. E. Swan

SP*35736-734

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** 9-23-81

CITY Forest Grove **Contract No.** 8376 **Date Completed** 11-10-76

PROJECT # M-5020(1)(2 **Section** Thatcher Road - 23rd Avenue, Gales Cr. Rd.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 14,944.60
Payment to Contractor		188,476.53
SFO #1 Pavement Striping		1,709.61
SFO #2 Correct Settlement Over Storm Drain Pipe		1,277.65
SFO #3 Install Guard Rail		2,322.18
Construction Engineering		32,576.86
Audit Expense		315.39
Project Management		26.80
TOTAL COST		$241,649.62
Less Federal Funds:		
Preliminary Engineering	$ 11,685.18	
Construction	191,479.23	$203,164.41
BALANCE		$ 38,485.21

State Share: 50% of $38,485.21 = $19,242.61

City Share: 50% of $38,485.21 = $19,242.60

Reference: Billing Form CC 81-51

1376

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

7/17/81

ST VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Bldg.
Salem, OR 97310

PAID BY
(For use of Paying Office)

STATE
Oregon

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
2nd Post
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 5-5-76
TO 8-26-80

FEDERAL AID PROJECT NO.
M-6020(2)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$226,705.02	$223,169.26	85.80%	$191,479.23	$191,479.23	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS Oregon 7/17/81 V.E. Skoog, Controller

$ 0.00

334-1082

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Thatcher Rd.-23rd Ave. (Forest Grove) Washington County					
	Construction Type Code 6203					
	Roadway (Sta. L2 + 12+50 through Equa. L2 25+00=L 06+L 12+00)					
	Final Contract Payment Summary	Lump Sum			$188,476.53	
SFO	#1 Pavement Striping (State)	All Required			1,709.61	
SFO	#3 Install guardrail by City of Forest Grove	All Required			2,322.18	
SFO	#2 Correct settlement over storm drain pipe by City	All Required			1,277.65	
	Total Participating Construction				$193,785.97	
	Construction Engineering State	All Required			29,067.90	
	Misc. Project Cost Audit Expnese	All Required			315.39	
	Total Participating Cost				$223,169.26	
	Nonparticipating Cost Construction Engineering (State)	All Required			3,535.76	
	Total Nonparticipating Cost				$ 3,535.76	
	Total Project Cost				$226,705.02	
	Prepared based on Participating Costs as shown on Federal Billing as of 5/18/78.					
	AMOUNT CARRIED FORWARD . .					

```
                                             TOT      N1
                                             TOT      N8
                                             TOT      N9         2,636. [illegible]
                                          ** JOB TOTALS **       7,559 80  **        7,55[illegible]

THATCHER RD-23RD AV(FOREST GR CONT NO 8376 * FA PROJ NOS M    520002 100                                                STATE
                              334     1082     201      00 P 1 Pay Cont.                                    188,476.53    76     77
                              334     1082     260      03 P 1 SFO #3                                         2,322.18    80     81
                              334     1082     270      01 P 1 SFO # 1                                        1,709.61    76     77
                              334     1082     270      02 P 1 SFO # 2                                        1,277.65    79     79
                              334     1082     295      00 N 9 Tr. City                                      20,000.00    76     76
                              334     1082     296      00 N 9 "  St     260.93CR          260.93CR         214,009.52CR  76     81
                              334     1082     297      00 N 9 "  Co                                          2,530.29    78     78
                              334     1082     298      00 N 9 " Fed     260.93            260.93           191,479.22    76     81
                              334     1082     900      00 P 1 Const Engr 304.11           304.11            29,041.10    76     81
                              334     1082     900      00 N 1  "   "    304.11CR          304.11CR           3,535.76    76     81
                              334     1082     915      00 P 1 Audit                                            126.28    79     79
                              334     1082     915      03 P 1                                                  189.11    80     80
                              334     1082     920      00 P 1 P.M.                                              26.80    79     79


TOTAL TO DATE JOB COST SUMMARY                                               JULY 1981          PAGE  184

                                                                               FISCAL            GRAND TOTAL        ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX       FUNCTION   GR  CURRENT MONTH   YEAR TO DATE       TO DATE          BEG  END

                                             TOT      P1         304.11            304.11           223,169.26
                                             TOT      N1         304.11CR          304.11CR           3,535.76
                                          ** JOB TOTALS **                  **                **    226,705.02  **

SE 13TH AV-ROOD BR RD(HILLSBR CONT NO 8377 * FA PROJ NOS M    011001   82 M    025001   18          M    011001       STATE
                              334     1083     201      00 P 1                                          739,745.63    76     78
                              334     1083     201      00 P 2                                          164,740.96    76     78
                              334     1083     201      00 N 1                                            3,567.90    76     77
                              334     1083     203      00 P 1                                            3,722.24CR  77     81
                              334     1083     203      00 P 2                                              823.50CR  77     78
                              334     1083     203      00 N 1                                               29.26CR  81     81
                              334     1083     206      00 N 1                                               53.99    78     78
                              334     1083     270      01 P 1                                            2,302.48    76     77
                              334     1083     270      01 P 2                                              575.67    76     77
                              334     1083     270      04 P 8                                            1,206.67    77     77
                              334     1083     270      08 P 1                                              196.00    77     78
                              334     1083     284      06 P 1                                              916.85    81     81
                              334     1083     284      06 P 2                                              611.23    81     81
                              334     1083     285      05 P 1                                           10,447.43    77     81
                              334     1083     285      05 P 2                                            6,917.53    78     81
                              334     1083     295      00 N 9                                          100,000.00    76     76
                              334     1083     296      00 N 9                                        1,013,319.22CR  76     81
                              334     1083     298      00 N 9                                          913,319.22    76     81
                              334     1083     900      00 P 1                                          112,781.25    76     81
                              334     1083     900      00 P 2                                           24,929.78    76     81
                                                                                                            907.20    76     78
```

27

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732-628

STATE COPY

U.S. DEP[illegible]TMENT OF TRANSPORTATION
FEDE[illegible] HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 8-19-80	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. M-5020(2)
COMPLETION DATE See Below	ACCEPTANCE DATE BY CONTRACT AGENCY 2-18-77	TIME ELAPSED 111 %	CONTRACT TIME 125 CD
APPROVED EXTENSIONS 14 CD	LOCATION Between Thatcher Rd. and 23rd. Ave. along Gales Creek Rd. within the City of Forest Grove		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

THATCHER ROAD - 23rd Ave.
FAU 5020 (GALES CR. RD.)
GRADING, PAVING, AND SIGNING

The original contract work on this project was previously accepted under Final Acceptance Report dated 7-25-77. The project was subsequently re-opened in April 1979 in order to permit Federal participation in State Force Orders 2 and 3. SFO #2 approved 4-28-77 in the amount of $4,000 covered corrective work to repair a settlement of the roadway over a storm drain pipe. State Force Order #3 approved 5-10-79 in the amount of $2,500 covered the installation of 125 lin. feet of type 2A guardrail. Based on a field review on 8-14-80, all work authorized under these orders has been completed in an acceptable manner at a final cost of $1,277.65 for SFO #2 and $2,667.85 for SFO #3.

RECEIVED
STATE HWY ENGR
AUG 27 '80
REFER TO Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8-27
ay

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 7/25/80	TITLE Field Operations Engineer	DATE 7/26/80

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8376

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 7-38 PROJECT REPORT NUMBER MODIFICATION NUMBER 1	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 6-14-79	Form Approved; O M B No. 04-R2089 State: Oregon County: Washington Project Number: M-5020(2) Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 218,714.06	$ 226,125.00
Federal funds	$ 171,012.52	$ 193,947.00
Other revisions		

This modification is made for the following reasons:

To include Price Agreements, State Force Order and increasing pro-rata from 78.19 to 85.77

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of June, 1979.

Oregon State Highway Division
(Official name of Highway Agency)

By

Asst. State Highway Engineer
(Title)

~~By~~ XX For: H. S. Coulter

State Highway Engineering
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
G. L. Green
Division Administrator

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 927 494

Cen Fle

Oregon State Highway Division
Salem, Oregon June 11, 1979

Federal Aid Project
No. M-5020(2) Safety

Thatcher Rd. - 23rd Avenue (Forest Grove) Section
FAU 5020 (Gales Creek Road)
Washington County

REVISED PROJECT AGREEMENT

Type Code 6203

Roadway (Sta. L2 12+50 through Equa L2 25+00 = L 0+06 to L 12+00

Subtotal of previous estimate December 7, 1976		$191,529.05
Additional Approved Items		
State Force Order #3 (Type 2A Guard Rail)	All required	2,500.00
Price Agreement #1 (Furnish & Place Topsoil)	" "	703.68
Price Agreement #2 (Furnish & Planting Shrubs)	" "	1,369.60
Price Agreement #3 (Bark Mulch)	" "	529.39
	Increase	5,102.67
	Subtotal	196,631.72
	Engineering	29,493.28
	Total	$226,125.00

Length of Project - - - - - - 0.463 mile
Cost of roadway per mile- - -$488,390.90

Federal Funds - - - - - - - -	$193,947.00
State Funds - - - - - - - - - -	16,089.00
City Funds - - - - - - - - - -	16,089.00
Total	$226,125.00

Group 1 @ 100%
Prefix 334-1082
Contract No. 8376

#8376

8

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FROM: G. L. Green, Division Administrator Salem	PROGRAM NO.	FEDERAL AID PROJECT NO. M-5020(2)
	ITEM NO. M-74	STATE PROJECT NO. See below
		COUNTY NAME Washington
		PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engr - ODOT
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 31 '79
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED 5-5-76	DATE AUTHORIZATION EFFECTIVE 5-10-79	FEDERAL ROUTE NUMBER FAU 5020 5-3
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:

Thatcher Road - 23rd Avenue (Forest Grove)

GENERAL DESCRIPTION OF WORK:

Install Type 2A Guardrail

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 5-10-79 , as requested in Mr. Keasey's letter of 5-16-79 as being in the public interest for the use of City Forces to proceed with the above work. State Force Order No. 3, representing work to be done by the City of Forest Grove's Forces is approved for TEC NTE $2,500 Federal Funds $2,145.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-23-79	G. K. Hoesner	for Division Administrator

FORM PR-1240 (REV. 5-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-781-018

STATE OF OREG[illegible] INTERO[illegible]CE MEMO

TO: FILES DATE April 17, 1979

FROM: Gerald Wimer
Local Government Engineer

SUBJECT: Final Billing Request
1910 CC~~164~~2 Invoice No. 125454
Thatcher Road-23rd Avenue Section
Gales Creek Road M-5020(2)
City of Forest Grove

Please cancel the subject request for final billing. City has submitted force orders for additional work and has requested an increase in pro-rata. FHWA has approved re-opening the project. A final billing reflecting these changes will be submitted.

GEZ:pf

cc: D. E. Swan
Chuck Barrett
Jon Rose
Warren Richards

Form FHWA 121 (Rev. 5-73)
#8376

8

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Salem, Oregon

Memorandum

SUBJECT: Oregon Project M-5020(2)
Thatcher Road-23rd Avenue
(Forest Grove) Section
Washington County

DATE: April 9, 1979

In reply refer to: HFO.1-OR

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer, ODOT

Based on the information contained in Mr. Swan's April 5, 1979, memorandum, we agree that the project should be reopened in order to permit participation in State Force Order No. 2 in the amount of $1,277.65, and the cost of installing a short section of guardrail to correct a high accident location experienced since the project was open to traffic.

Your request to increase the Federal-aid pro-rata to the higher clause "B" percentage is also approved as requested.

G.K. Green
for G. L. Green

RECEIVED
STATE HWY ENGR
APR 10 '79
REFER TO Mocksey
FOR

4/13
orig to

X

K

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 5, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Project No. M-5020(2)
Thatcher Rd.-23rd Ave.
(Forest Grove) Section
Washington County

I hereby request your reconsideration of the previous denial of federal participation in Force Order No. 2 for work by the City of Forest Grove on the subject project based on the following additional information.

The installation of the storm pipe was performed by the contractor in compliance with the specifications in August 1976. All work on the project was completed, including the removal of his equipment, by November 10, 1976. Final inspection of the completed contract was made on December 8, 1976 with no indication of settlement at the pipe location, and final payment was made to the contractor in February 1977.

Since the contractor was no longer available to perform the corrective work when the trench settlement was noticed in March of 1977 a force order was prepared for city forces to do the necessary work which was completed at a final cost of $1,277.65. Additional information is provided in the enclosed copy of Resident Engineer Jim Cochell's letter of January 3, 1979.

The final voucher on the project was submitted on May 12, 1978 and final payment made on July 11, 1978; however, we inadvertently overlooked increasing the federal aid pro-rata to the higher clause "B" percentage as requested by the City.

Upon your favorable approval of State Force Order 2 as requested above we request that the project be reopened to permit a claim to be prepared for the $1,277.65 in final costs of the State Force Work and increase the federal aid pro-rata.

The City has also brought to our attention the need to install a small section of guardrail to correct a high accident lcoation experienced since the project has been opened to traffic. This matter has been discussed with members of your staff who have indicated a willingness to consider including in the project the work necessary to correct this safety feature.

I therefore request your concurrence that the work necessary to install the additional guardrail is an eligible cost to the project. Upon receipt of your favorable reply the Construction Section will forward copies of the State Force Order covering the work for your approval and authorization to proceed.

CL:dmc
Enc.
cc: C. T. Keasey
V. Skoog ✓
J. Wimer ✓

W M

Grange
Zehner

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION **FILE:**

INTER-OFFICE CORRESPONDENCE

Salem, OR

January 17, 1979

Warren Richards

FROM: Warren RIchards
Const. Office Coordinator

TO: Gerald W. Wimer
Local Government Manager

SUBJECT: Thatcher Rd.-23rd Ave.
Gales Cr.Rd., City of
Forest Grove
FAU Project M-5020(1) and
M-5020(2)

Bryant Jackmond has met with Glenn Hossner and Wally Bryant of the FHWA and they are agreeable to reconsidering federal participation in the storm pipe repair covered by SFO No. 2.

Attached is our original submittal to the FHWA requesting their approval and a copy of their response denying same. As you can see, the repair work had not yet been performed at the time of our submittal. When you resubmit, I suggest you note that the work has been performed and not go into the cause of the settlement but merely state that the original installation was in substantial conformance with the contract specifications. A copy of Jim Cochell's 1/3/79 letter is attached which may provide additional information helpful in obtaining federal participation.

The FHWA is apparently also willing to consider the additional SFO work and revising the match ratio that you mentioned in your 12/14/78 letter to C. T. Keasey. These items should be requested when S.F.O. No. 2 is resubmitted by your office.

WR:mk

Attach.

Original & Attachments
to Swan for processing
W/ FHWA.

4-5-79

[illegible]
Please work w/ Swan
and his staff to reprogram
and add requested
changes

C. T. Keasey
Construction Engineer

December 14, 1978

Gerald W. Wimer
Local Government Manager

Thatcher Road-23rd Ave. Section
Gales Creek Road, City of Forest Grove
FAU Project M-5020(1) & M-5020(2)

This office based the final billing of the City of Forest Grove on a non-participating SF02. See your May 17, 1977 and G. L. Green's June 1, 1977 letters. Forest Grove Director of Public Works, John Burdett, by Dec. 4 and Edward L. Hardt by Dec. 7 attached letters object. I agree.

I discussed the matter with George Gadeholt of Jim Cochell's office, Wally Bryant, Vern Cusack and yourself. Gadeholt says the culvert was found in good condition. Hence, most of the reason for checking was no way a contractor responsibility. You indicated the contractor could not be held responsible for the compaction aspect if the matter came up after final payment. You promised to check when this file reached you. It seems if there was contractor responsibility, your office and Region would have followed up.

Please ascertain the facts and resubmit the order to the FHWA for further consideration. The FHWA needs to be convinced of two things:

1) To reopen the project. Regardless of amount involved, this should be done as our agreement with Forest Grove makes them responsible for 100 percent of the non-participating items.

2) The work was not the contractor's responsibility.

Should you secure participation of this order it allows:

1) More participating engineering.

2) Increasing the match ratio from 78-22 to 86-14.

3) An opportunity to add another SFO to this project. Correspondence relative to this added work is attached.

Please keep this office informed as we need to follow up. If you are unsuccessful, we need your recommendation regarding Ed Hardt's proposal to modify the agreement to allow 50-50 payment by the State.

GWW:dmc
Att.
cc: Ed Hardt
    John Burdett
    D. E. Swan-Your file returned herewith

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
December 7, 1978

REGION 2 ENGINEER
RECEIVED
FILE: DEC 8 1978
☐ RLE ☐ RSE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

Edward L. Hardt

FROM: EDWARD L. HARDT
Region Engineer

SUBJECT: Thatcher Road-23rd Avenue Section
City of Forest Grove

TO: GERALD WIMER
Region Construction Engineer

Attached you will find a copy of a December 4 letter from John Burdett, Director of Public Works, City of Forest Grove. John is objecting to some final costs that were billed directly to the City on the Thatcher Road-23rd Avenue Section, Federal Aid Urban project which we did for the City several years ago. My comments which follow are in the same sequence as the City's letter.

1. My recollection is that we did give local agencies the option of changing the match rate to 86%14% during this time frame and if so the City's request should be honored.

2. Backfill around a storm drain installed as part of the project settled excessively causing concern on the City's part as to the integrity of the pipe. They felt obligated to uncover it to make sure it was not damaged. State Force Order No. 2 was written against the project to cover the City's cost of doing this and they were lead to believe that this would be a project cost. Wally Bryant told me last week that if we were to make a showing to the FHWA that the contractor was not available to do this work that they would reconsider their participation. The settlement occurred and the work was done after the contract was accepted and the contractor was not available for this work. If you need more information on this you should contact Resident Engineer Jim Cochell. I would recommend that we ask the Fed's again for participation. In the event they still decline then the Force Order should be shared 50/50 State and City.

3. I understand that if a local agency makes such a request that the non-participating engineering costs on a project such as this will be shared equally by the local agency and the State. It is recommended that this be done in this case. Gary Zehner told me that the audit expense was attributable to the audit of State Force Order No. 2 which at the moment is charged wholly to the City. If that becomes a particpating cost I am sure the audit expense will be also. If SFO No. 2 becomes a 50/50 City/State cost as mentioned in No. 2 above, then the audit expense should be handled the same way.

My recommendation is that we follow the City's request to the extent that the FHWA will allow.

-13-78
Hal holt
m Cochell's
ce says pipe
nd intact.
roblem only
backfill
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ys he recommended
proval but
s office
ys contractors
sponsibility
s why
eviously
jected. Suggests
document
ntractors
on-responsibility
resubmit

ELH/b
Attachment

cc: John Burdett, Director of Public Works
Jim Cochell

City of Forest Grove
1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

December 4, 1978

RME SE
RECEIVED RSM
UE RSC
SO REGION I RBI

Edward L. Hardt, Regional Engineer
Region I, Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Hardt:

We received the itemized statement of final costs for the Thatcher Road - 23rd Avenue Section, Gales Creek Road, FAU Project, M-5020 (1), M-5020 (2).

There are some errors in the way some of the costs were allocated.

1. Match ratio of engineering and construction costs was not in accordance with our October 29, 1976 letter requesting an 86% - 14% match.
2. SFO #2 Correct Storm Drain Pipe Settlement $1,227.65 - This occurred soon after the first rains. The City had no authority or responsibility for construction of the project and we strongly object to being charged for someone elses poor work.
3. Some construction engineering, all of the audit expense, and all of SFO #2 were listed as non-participating costs and fully charged to City share.

We hereby request that SFO #2 not be charged to the City, that all engineering and audit expense be shared equally by the state and that the match ratio of 86% - 14% be applied to this project.

Sincerely,

John D. Burdett

John D. Burdett
Director of Public Works

JDB:bjh

STATE OF OREGON **INTEROFFICE MEMO**

ODOT METRO
DEPT.
238-8250
TELEPHONE

TO: JERRY WIMER
Local Government Programs Engineer

DATE: November 14, 1978

FROM: JON ROSE Jon Rose
Federal Aid Coordinator

SUBJECT: City Force Order
Guardrail Installation
Gales Creek Road
City of Forest Grove

Following completion of the Thatcher Road-23rd Avenue (Forest Grove) project, a safety problem has become evident. Forest Grove reports five accidents during 1977 at the curve approximately 100 feet southeasterly of Willimina Avenue and has requested a project to install 100 feet of guardrail to protect pedestrians. This was proposed by the city as a Title II project, but it appears to be too small in scope to be economical using that funding. Since the problem seems to be related to the previous FAUS project on Gales Creek Road, it was suggested that it could be better handled as a simple city force order.

If this can be processed for federal funding and considered as an extension of the earlier project (M-5020 (2)), please forward this for federal authorization. Please advise if the request can be handled in this way.

lh

attachment

cc: Region I
Max Klotz

11-30-78
CLIFF LAUX SAYS CUSACK DOESN'T WANT TO REOPEN THIS JOB. SAYS GO TITLE II. ED HARDT IS SUBMITTING A REQUEST TO MAKE SOME NON-PART. WORK PART. SO WE SHOULD HOLD THIS UNTIL HIS DATA IS RECEIVED.

Zehner
Verify Local Gov Section and FA Section Clearance Then have Const issue

PROPOSED PROJECT
1973 HIGHWAY SAFETY ACT
CITY/COUNTY City of Forest Grove
DATE October 10, 1978
~~TITLE II,~~ SECTION ____

Location:

On: Gales Creek Road

From: Engr. Sta. 20+00

To: Engr. Sta. 21+00

Please Attach Map

Project Description: Install 100 feet of guardrail to protect pedestrians along curve in highway.

Current Situation: Paved with curbs and sidewalk

ADT* 5500

Posted Speed 35 MPH

1977 Accidents 5

Expected Benefits: Protect pedestrians and property.

Method of Construction:

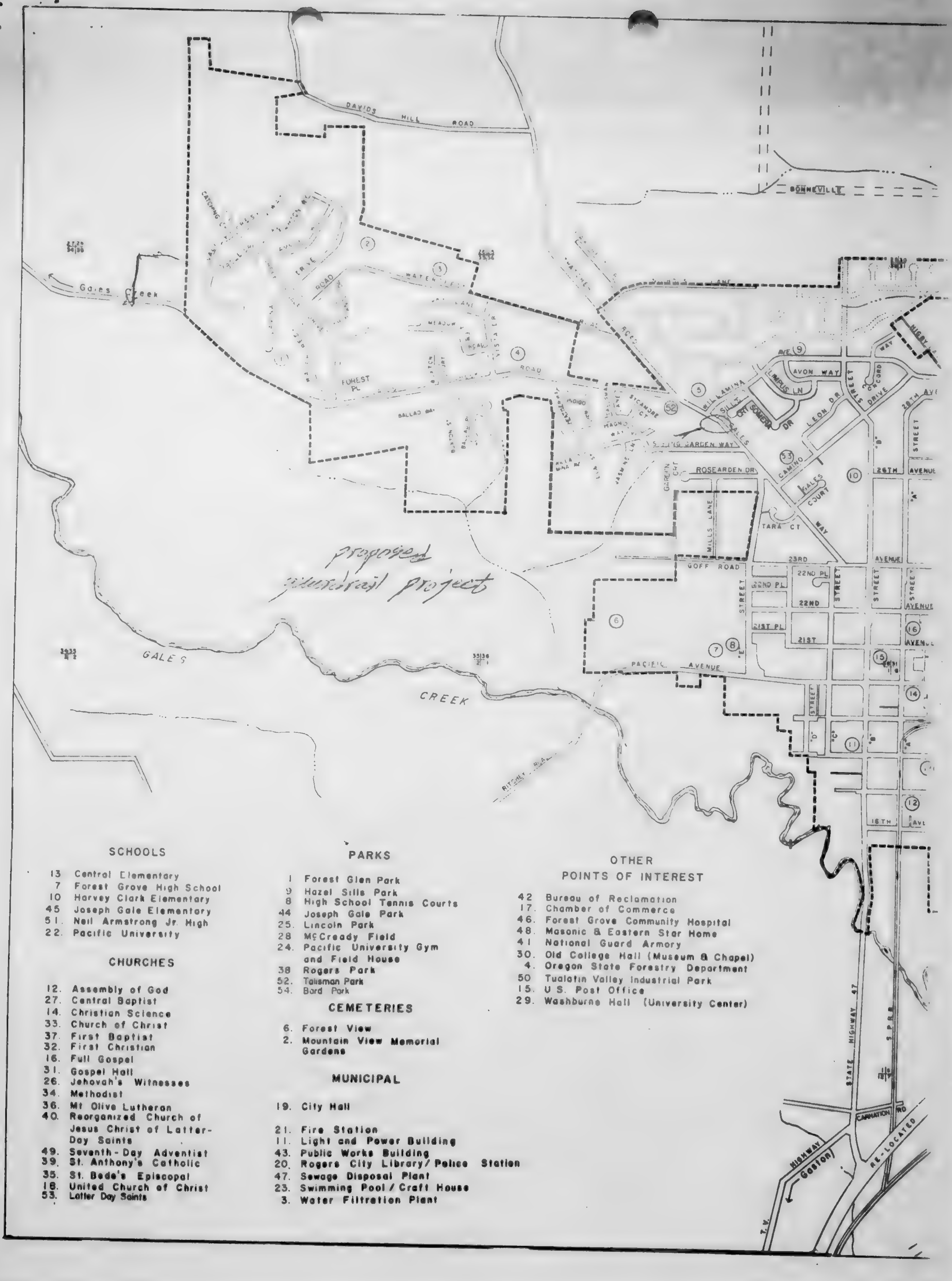
☐ Contract
☐ State Forces
☒ Local Forces**

Preliminary Engineering By:

☒ Applicant**
☐ State

Estimated Cost $2,000

*Average Daily Traffic
**Please attach six signed ORDER FOR FORCE WORK with Maps.


DAVIDS HILL ROAD
BONNEVILLE
Gales Creek
GALES
CREEK
WATER
ROAD
FOREST PL
ROSEARDEN DR
MILLS LANE
TARA CT
GOFF ROAD
23RD
22ND PL
22ND
21ST PL
21ST
PACIFIC AVENUE
AVON WAY
WILLAMINA
CAMINO
GALES COURT
LEON DR
26TH AVENUE
STREET
16TH
RITCHEY RD
STATE HIGHWAY 47
S.P.R.R.
CARNATION RD
HIGHWAY
Gaston
RE-LOCATED
proposed [illegible] project

SCHOOLS

13 Central Elementary
7 Forest Grove High School
10 Harvey Clark Elementary
45 Joseph Gale Elementary
51. Neil Armstrong Jr. High
22. Pacific University

CHURCHES

12. Assembly of God
27. Central Baptist
14. Christian Science
33. Church of Christ
37. First Baptist
32. First Christian
16. Full Gospel
31. Gospel Hall
26. Jehovah's Witnesses
34. Methodist
36. Mt Olive Lutheran
40. Reorganized Church of Jesus Christ of Latter-Day Saints
49. Seventh-Day Adventist
39. St. Anthony's Catholic
35. St. Bede's Episcopal
18. United Church of Christ
53. Latter Day Saints

PARKS

1 Forest Glen Park
9 Hazel Sills Park
8 High School Tennis Courts
44 Joseph Gale Park
25. Lincoln Park
28 McCready Field
24. Pacific University Gym and Field House
38 Rogers Park
52. Talisman Park
54. Bard Park

CEMETERIES

6. Forest View
2. Mountain View Memorial Gardens

MUNICIPAL

19. City Hall

21. Fire Station
11. Light and Power Building
43. Public Works Building
20. Rogers City Library/ Police Station
47. Sewage Disposal Plant
23. Swimming Pool / Craft House
3. Water Filtration Plant

OTHER POINTS OF INTEREST

42 Bureau of Reclamation
17. Chamber of Commerce
46. Forest Grove Community Hospital
48. Masonic & Eastern Star Home
41 National Guard Armory
30. Old College Hall (Museum & Chapel)
4. Oregon State Forestry Department
50 Tualatin Valley Industrial Park
15. U S. Post Office
29. Washburne Hall (University Center)

Form FHWA 121 (Rev. 5-7

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 1, 1977

In reply refer to: HA.1

SUBJECT: Oregon Project M-5020(2)
Thatcher Rd.-23rd Ave.
City Force Order No. 2

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject force order submitted with Mr. Keasey's May 17, 1977, letter covering repair of settlement on the subject project is returned unapproved. The area, as repaired, has been reviewed in the field. It appears that the damage was the result of inadequate compaction around a storm sewer pipe installation which should be the responsibility of the contractor.

for G. L. Green

PROJECT MANAGEMENT
JUN 3 '77
REFER TO:
FOR
Info | Investigate | R/W | Action | File | [illegible] | [illegible]

RECEIVED
STATE HWY ENGR
JUN 3 '77
REFER TO
FOR

NOTED
D. E. SWAN

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING SALEM, OREGON 97310

A1

Recommend [illegible] approval [illegible] noted.

☒ [illegible]

[illegible] Engineer

[illegible]

May 17, 1977

A

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM Warren Richards
for C. T. Keasey
Construction Engineer

Federal-aid Project
No. M-5020(2)

SUBJECT Request Change Order Approval

Contract 8376, (City) Force Order No. 2

Project Thatcher Rd. - 23rd Ave. (Forest Grove)

Highway FAU 5020 (Gales Cr. Rd.)

County Washington

This order provides for correction of settlement of a storm pipe installation. The correction will involve removal and replacement of concrete sidewalk, A. C. pavement, and landscaped area as well as the trench backfill.

The settlement occurred during heavy rains after contract completion. The cause of the settlement will not be known until the trench backfill is removed.

The work will be performed by City of Forest Grove forces as the contractor has completed his work and has moved off the project. The City has qualified personnel to perform the corrections needed.

The estimated cost of the work is $4,000 with federal participation of approximately $3,130.

Your approval as of April 28, 1977 is requested.

Attach.

WR:mk

Form 81-734-3122

Form A-105—5M

GON STATE HIGHWAY DEPARTMENT

Order for [redacted] Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Thatcher Rd.-23rd Ave. (Forest Grove)
Date April 12, 1977

Highway FAU 5020 (Gales Creek Rd)
Contract No. 8376
F. A. Project No. M-5020(2)

County Washington
Prefix 334-1082
Account No. 270-02

Description of Work To Be Done: Correct settlement over storm drain pipe. Remove and replace approximately 30' of concrete sidewalk. Remove and replant landscape area. Remove and fill trench settlement and remove and replace A.C. pavement areas. This work to be done by the City of Forest Grove.

Location by Station Numbers: Sta. 4 + 25

Estimate of Quantities and Costs:

Equipment Rental	$2,000.00
Labor	1,500.00
Materials	500.00
TOTAL	$4,000.00

Explanation: Settlement occurred around storm drains after completion of project during very heavy rains. Work has not been done. Payment for this work shall be made to the City of Forest Grove after completion of this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization $213,299.47

Present estimate of project cost, including $ 4,000.00 for work under this order $219,056.35

Expected ~~under-run~~ over-run (amount) . . . . . . $ 5,756.88

Expected ~~under-run~~ over-run (per cent) 2.7

Space to right of this line is for use of Salem Office

Submitted by: J. M. Corkill
Resident Engineer

Approval Recommended:
Construction Engineer
Bridge Engineer

Approval Recommended: Marvin
Division Engineer

Approved:
Deputy State Highway Engineer
Office Engineer

State Printing

OREGON STATE HIGHWAY DIVISION
INTERDEPARTMENT CORRESPONDENCE

2131 S W Scholls Ferry Rd.
April 12, 1977

SUBJECT: STATE FORCE ORDER NO. 2
Thatcher Rd-23rd Ave. (Forest Grove)
FAU 5020 (Gales Creek Rd)
Washington County
Contract No. 8376

To: Marion Craft
Region Const. Engineer

Submitting herewith State Force Order No. 2 in the amount of $4,000.00 to correct settlement of trench at the Gales Way - Rosgarden Intersection. Also enclosed is an estimate of cost for this work from the City of Forest Grove. Work will be performed by the city and payment made to the same.

Your approval is recommended.

J.W. Cochell
James W. Cochell
Resident Engineer

cc: File

XC: C.T. KEASEY W/ATT'S.
APPROVAL RECOMMENDED
Marion Craft
4-15 77

OE RE RME RCE
TE RECEIVED RSM
UE APR 13 1977
SO REGION 1 RSI

RECE

City of Forest Grove

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

March 30, 1977

Jim Cochell
P. O. Box 25087
Portland, Oregon 97225

Dear Mr. Cochell:

Enclosed is a traffic marking layout for the left turn lanes on "E" Street between Spring Garden Way and Rosearden Drive. Please contact us when the striping crew is going to do the work.

The trench settlement problem at the Gales Way - Rosearden intersection may be worse than the surface appearance indicates. When digging behind the curb on both trenches we found that the voids extend underneath the pavement as far as we could probe with a hand shovel.

I am including a cost estimate of the work required to repair the settled area. This includes cutting the pavement across the entire street which would not be done if the settlement does not extend that far.

The following estimates include labor, equipment and materials:

Remove sidewalk, fill and compact settlement and replace sidewalk -	$675
Remove and replant landscaping including replacement of barkdust -	$110
Fill and compact trench settlement in areas not covered by pavement -	$850
Cut pavement, backfill and compact with rock, replace asphalt and control traffic -	$2,533
Total	$4,168

If you have any questions, please contact Don Schut or myself.

Sincerely,

John D. Burdett

John D. Burdett
Director of Public Works

JDB:bjh

OREGON STATE HIGHWAY DIVISION

FORM 81-734-1199

HIGHWAY DIVISION INVOICE

NO. 125454

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-17-78	CC 1910		334-1082-297 6,749.84

New: FORESTG

- City of Forest Grove
- 1924 Council St. - P.O. Box 326
- Forest Grove, OR 97116
- ATTN: Mr. John Burdett, Director of Public Works

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION
SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
TRANSPORTATION BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing per attached itemized statement: Urban System Project M-5020(1) & (2) Thatcher Road - 23rd Avenue Section Gales Creek Road City of Forest Grove Covered by Agreement dated 9-22-75 Contract no. 8376			
Total Cost			$239,088.02
Less Federal Fun ds Collected			<182,697.70>
Less State Share			<25,480.48>
Less City Advance Deposits			<24,160.00>
Balance Due From City			$ 6,749.84

RECEIVED
NOV 17 1978
LEGAL

Form 734-1191 (Rev. 5/77)

FILE

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-25-78	CC 1910		534-1906-297 1,629.71 334-1082-297 9,280.13

BILL TO: Code:

City of Forest Grove
1924 Council St. - Post Office Box 326
Forest Grove, Oregon 97116
Attn: Mr. John Burdett, Director of Public Works

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing per attached itemized statement: Urban System Project M-5020(1) & (2) Thatcher Road-23rd Avenue Section Gales Creek Road City of Forest Grove Covered by Agreement dated 9-22-75 Contract No. 8376			
Total Cost			$239,088.02
Less Federal Funds Collected			<182,697.70>
Less State Share			<25,480.48>
Less City Advance Deposits			<24,160.00>
Balance due from City			
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$ 24,160
Advance Deposit Previously Transferred to Highway Fund	$ 20,000
Balance	$ 4,160
Transfer to Highway Fund	$ 4,160
Refund Due	$ -
Partial or final request for billing	Final
Number of the previous request in connection with this service.	CC 1642

Amount Due . . . . . $ 6,749.84

Submitted by:
Gary E. Zehner
Gary E. Zehner

Approved:
Donald Wimer
G. W. Wimer

SP*35736-734

M

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** October 25, 1978

City ~~County~~ Forest Grove **Contract No.** 8376 **Date Completed** 11-10-76

FAS #M-5020(1), M-5020(2) SECTION: Thatcher Rd.-23rd Ave. Sec., Gales Cr. Rd.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Total Preliminary Engineering Costs	$ 14,944.60
Contract Payment Summary	188,476.53
SFO #1 Pavement Striping	1,709.61
SFO #2 Correct Storm Drain Pipe Settlement	1,277.65
Construction Engineering	32,553.35
Audit Expense	126.28
Total Cost	$239,088.02
Federal Aid Funds collected:	
Preliminary Engineering	11,685.18
Construction	171,012.52
	$ 56,390.32
Non-participating costs:	
SFO #2	$ 1,277.65
Construction engineering	4,025.43
Audit Expense	126.28
Amount to be shared by State & City	$ 50,960.96
State share - 50% of $50,960.96 =	25,480.48
City Share	$ 25,480.48
Plus non-participating costs	5,429.36
Total City Share	$ 30,909.84

Reference: Billing Form CC 1910

City of Forest Grove

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

October 12, 1978

Jon Rose, Federal Aid Engineer
Department of Transportation
Metropolitan Section
5821 N. E. Glisan
Portland, OR 97213

Dear Jon:

This is to inform you that we are requesting the allowable 3 year advance on FAU funds to have sufficient financing for the Willamina Avenue-Main Street project. At this time we still have not received an accounting for the Thatcher Road-"E" Street FAU project that was accepted December 16, 1976, almost two years ago. In any respect we should have about $75,000 allocated for the Willamina Avenue-Main Street project.

plication papers for a guard rail

ek Road. Please process them for us.

Sincerely,

John Burdett

John Burdett
Director of Public Works

From Metro Jon Rose
Date 10/17/78
To Jerry Wimer
[✓ Program Mgmt.] Traffic Region 1
Comments: This letter confirms the City's request to take advantage of the 3-year advance against future FAUS allotments for financing the Main St. Extension project.
Jon Rose

PROJECT MANAGEMENT
PME ☐ CCE ☐
LCE ☑ FAE ☐
OCT 1 1978
RP
File: PM FA LG CP
M
A Zehner
Please finalize all FAU project
3 yr & advance improvement portion of
new project needed for

10-25-78
FINAL BILLING
TO TYPE.

City of Forest Grove

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

October 12, 1978

Jon Rose, Federal Aid Engineer
Department of Transportation
Metropolitan Section
5821 N. E. Glisan
Portland, OR 97213

Dear Jon:

This is to inform you that we are requesting the allowable 3 year advance on FAU funds to have sufficient financing for the Willamina Avenue-Main Street project. At this time we still have not received an accounting for the Thatcher Road-"E" Street FAU project that was accepted December 16, 1976, almost two years ago. In any respect we should have about $75,000 allocated for the Willamina Avenue-Main Street project.

Also I am enclosing application papers for a guard rail safety project on Gales Creek Road. Please process them for us.

Sincerely,

John Burdett

John Burdett
Director of Public Works

JB/cv

enclosure

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DO.O. VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: M-5020(2) FOREST GROVE

VOUCHER PERIOD: FROM 5/5/76 TO 7/27/77

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$224,132.61	$218,714.06	78.19%	$171,012.52	$171,012.52	$ 0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

V.E. Skoog
Controller

Oregon

$ 0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Thatcher Rd.-23rd Ave. (Forest Grove) Washington County					
	Construction					
	Type Code 6203					
	Roadway (Sta. L^2 12+50 thru EQ L^2 Sta. 25+00=L Sta. 0+06+L Sta. 12+00)					
	Final Contract Payment Summary	Lump Sum			$188,476.53	
SFO	#1 Pavement Striping	All Required			1,709.61	
	Total Participating Construction				$190,186.14	
	Construction Engineering					
	State	All Required			28,527.92	
	Total Participating Cost				$218,714.06	
	Nonparticipating Items					
SFO	#2 Correct Settlement over storm drain pipe by City				1,277.65	
	Construction Engineering				~~4,014.62~~	4,025.43
	Audit Expense				126.28	
	Total Nonparticipating Cost				~~$ 5,418.55~~	5,429.36
	TOTAL COST				~~$224,132.61~~	224,143.42
	Prepared based on participating costs as shown on Federal Billing as of 5/18/78.					

AMOUNT CARRIED FORWARD......

FORM APPROVED BY
COMPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

DO.O. VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building
Salem, OR 97310

STATE: Oregon

FEDERAL AID PROJECT NO.: M-5020(1) FOREST GROVE

VOUCHER PERIOD: FROM 6-29-75 TO 5-5-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
$14,944.60	$ 14,944.60	78.19%	$11,685.18	$11,685.18	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

$ 0.00

V.E. Skoog
Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Thatcher Rd.-23rd Ave. (Forest Grove) Section Washington County					
	Preliminary Engineering Type Code P.E. State	All Required			$ 14,944.60	
	Total Cost (Participating)				$ 14,944.60	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/30/78.					
	AMOUNT CARRIED FORWARD......					

```
[illegible]  CONT NO          FA PROJ NOS [illegible] 100
              334   1021    270     01 P 1                             19,696.00           19,696.00     78    78
              334   1021    296     00 N 9                             17,726.40CR         17,726.40CR   78    78
              334   1021    298     00 N 9                             17,726.40           17,726.40     78    78
              334   1021    900     04 P 1         55.88                   56.92               56.92     78    78
              334   1021    915     00 P 1                                 14.78               14.78     78    78
                            TOT        P1          55.88               19,757.70           19,767.70
                         ** JOB TOTALS **          55.88  **           19,767.70  **       19,767.70  **

MARINAZZI & BOONES FRY RD     CONT NO      FA PROJ NOS TQ  091003  67                                 STATE  33
              334   1026    900     00 P 1         43.55CR                 43.55CR             43.55CR   78    78
              334   1026    900     00 N 9         21.45CR                 21.45CR             21.45CR   78    78
                            TOT        P1          43.55CR                 43.55CR             43.55CR
                            TOT        N9          21.45CR                 21.45CR             21.45CR
                         ** JOB TOTALS **          65.00CR**               65.00CR**           65.00CR**

THATCHER RD-[illegible] AV FOREST GR CONT NO 8376 * FA PROJ NOS M  520002 100                 00     STATE
              334   1082    201     00 P 1                                                188,476.53     76    77
              334   1082    270     01 P 1                                                  1,709.61     76    77
              334   1082    270     02 N 1                                                  1,277.65     78    78
              334   1082    295     00 N 9                                                 20,000.00     76    76
              334   1082    296     00 N 9                                                190,476.22CR   76    78
              334   1082    298     00 N 9                                                170,476.22     76    76
              334   1082    900     00 P 1                                                 28,527.92     76    78
              334   1082    900     00 N 1                                                  4,045.93     76    78
              334   1082    915     00 N 1                                                    126.28     78    78
                            TOT        P1                                                 218,714.06
                            TOT        N1                                                   5,429.36
                         ** JOB TOTALS **                **                   **          224,143.42  **
```

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TOTAL TO DATE JOB COST SUMMARY                                    SEPTEMBER 1978          PAGE  187

                                                                       FISCAL              GRAND TOTAL       ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT      PREFIX     FUNCTION   GP  CURRENT MONTH   YEAR TO DATE          TO DATE         BEG    END

  SE 17TH AV-ROOS BR RD/HILLSBR CONT NO 8377 * FA PROJ NOS M   011001  82 M    025001  18 M    005001      M   011001      STATE
              334   1083    201     00 P 1                                683.37           739,795.63     76    78
              334   1083    201     00 P 2                                 86.40           164,740.96     76    78
              334   1083    201     00 N 1                                                   3,667.90     76    77
              334   1083    203     00 P 1                                                   3,751.50CR   77    78
              334   1083    203     00 P 2                                                     823.00CR   77    78
              334   1083    205     05 N 1                                   18CR            1,430.59CR   77    78
              334   1083    205     05 N 2                                   04CR              315.04CR   77    78
              334   1083    206     00 N 1                                 53.99                53.99     78    78
              334   1083    270     01 P 1                                                   2,302.48     76    77
              334   1083    270     01 P 2                                                     675.67     76    77
              334   1083    270     04 P [illegible]                                         1,206.67     77    77
              334   1083    270     08 P 1                                                     196.00     77    78
              334   1083    285     05 P 1                                  2.19            17,446.27     77    78
              334   1083    [illegible]                                                    100,000.00     76    76
```

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                               533   1926      926      00 N 1                                              [illegible]
                               533   1926      950      00 P 1                                                   5.82
                                               TOT      P1                                  14.40CR          36,058.54
                                               TOT      N1                                  14.40               115.21
                                            ** JOB TOTALS **                **                        **     36,173.75  **

   23RD ST-THATCHER RD JCT     CONT NO       * FA PROJ NOS M   520001 100                                  00      STATE
                               534   1906      296      00 N 9                                           11,685.18CR

TOTAL TO DATE JOB COST SUMMARY                                               SEPTEMBER 1978           PAGE 662

DESCRIPTION OF JOB OR DEPARTMENT   PREFIX      FUNCTION   GR  CURRENT MONTH       FISCAL              GRAND TOTAL
                                                                               YEAR TO DATE            TO DATE
                               534   1906      298      00 N 9                                           11,685.18
                               534   1906      901      00 P 1                                            4,561.67
                               534   1906      905      00 P 1                                            5,750.13
                               534   1906      906      00 P 1                                            1,217.94
                               534   1906      910      00 P 1                                              457.91
                               534   1906      911      00 P 1                                              418.33
                               534   1906      912      00 P 1                                               34.98
                               534   1906      914      00 P 1                                              561.05
                               534   1906      918      00 P 1                                              596.32
                               534   1906      920      00 P 1                                               47.08
                               534   1906      921      00 P 1                                              625.13
                               534   1906      950      00 P 1                                              274.56
                                               TOT      P1                                               14,944.60
                                            ** JOB TOTALS **                **   ALL PARTICIPATING  **   14,944.60  **

   CORNELL RD-CROENI RD FAS 632  CONT NO     * FA PROJ NOS RS  008005 100                                  00      STATE
                               534   1915      296      00 N 9                                           10,969.67CR
                               534   1915      298      00 N 9                                           10,969.67
                               534   1915      901      00 P 1                                            8,299.22
                               534   1915      905      00 P 1                                            2,853.12
                               534   1915      905      00 N 1                                               12.35
                               534   1915      906      00 P 1                                              129.68
                               534   1915      910      00 P 1                                              613.57
                               534   1915      912      00 P 1                                               70.85
                               534   1915      913      00 P 1                                                4.40
                               534   1915      914      00 P 1                                              190.55
                               534   1915      920      00 P 1                                               66.47
                               534   1915      921      00 P 1                                              324.94
                               534   1915      924      00 P 1                                               53.88
                               534   1915      950      00 P 1                                              182.96
                                               TOT      P1                                               12,789.64
                                               TOT      N1                                                   12.35
                                            ** JOB TOTALS **                **                        **  12,801.99  **

   BURLINGTON N RRXING         CONT NO         FA PROJ NOS RSG 008006 100                                  00      STATE
                               534   1920      296      00 N 9                                            1,005.93CR
                               534   1920      298      00 N 9                                            1,005.93
```

1.-30-78

ED HARDT- RE. FINAL BILLING
CITY OF FOREST GROVE. HE SAYS
CITY NOT HAPPY W/ NON-PARTICIPATING
COSTS. ① HE HAS TALKED TO FHWA RE
NON-PART. SFO #2 AND THEY TOLD HIM
TO RESUBMIT STATING CONTRACTOR NOT
AVAILABLE TO DO WORK - HE WILL.
② NON-PART. CONST. ENGRING - TOLD HIM
WE WOULD PROBABLY SHARE THESE COSTS
IF THEY REQUEST - WE NEED LETTER OF
REQUEST FROM CITY. ③ NON-PART AUDIT EXPENS,
CHARGED TO SFO #2 WHICH WAS DONE BY
CITY REQUIRING AN AUDIT. IF SFO #2 IS
CHANGED TO PARTICIPATING, AUDIT EXPENGE
WILL BE PARTICIPATING.

FAUS
FAU 5020

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 7, 1977

Mr. John Burdett
Director of Public Works
City of Forest Grove
Forest Grove, OR 97116

Dear Mr. Burdett:

Recent communications with Federal Highway Administration personnel have indicated that it is still possible to add to the striping on the Thatcher Road-23rd Street Project. It will be necessary for the Resident Engineer of the project to submit a supplemental State Force Order through the Construction Engineer to achieve this. By a copy of this letter, I am requesting that this be initiated.

A recent visit by the Regional Traffic Engineer through this job with you was made, and the appropriate striping was discussed. If further information is necessary for you or Mr. Cochell, a conference call will be set up to fully discuss this supplemental State Force Order.

Very truly yours,

J. W. Sheldrake
Region 2 Engineer

DRW:ds

bc: City-County Unit
W. J. Hart

PROJECT MANAGEMENT
MAR 9 '77
REFER TO:
FOR
Info ☐ Investigate ☐ R/D ☐ Action ☐ File ☐ Letter ☐ See me ☐

HAL - FRED

NOTED
MAINOR C. HOLMES

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Form FHWA 121 (Rev. 5-7[illegible])

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: June 1, 1977

In reply refer to: HA.1

SUBJECT: Oregon Project M-5020(2)
Thatcher Rd.-23rd Ave.
City Force Order No. 2

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The subject force order submitted with Mr. Keasey's May 17, 1977, letter covering repair of settlement on the subject project is returned unapproved. The area, as repaired, has been reviewed in the field. It appears that the damage was the result of inadequate compaction around a storm sewer pipe installation which should be the responsibility of the contractor.

for Valach
G. L. Green

RECEIVED
STATE HWY ENGR
JUN 3 '77
REFER TO
orig to Keasey
FOR

cy Swan

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING SALEM, OREGON 97310

A1

[illegible] Engineer

May 17, 1977

A

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM Warren Richards
for C. T. Keasey
Construction Engineer

Federal-aid Project
No. M-5020(2)

SUBJECT Request Change Order Approval

(City)
Force Order No. 2

Contract 8376,

Project Thatcher Rd. - 23rd Ave. (Forest Grove)

Highway FAU 5020 (Gales Cr. Rd.)

County Washington

This order provides for correction of settlement of a storm pipe installation. The correction will involve removal and replacement of concrete sidewalk, A. C. pavement, and landscaped area as well as the trench backfill.

The settlement occurred during heavy rains after contract completion. The cause of the settlement will not be known until the trench backfill is removed.

The work will be performed by City of Forest Grove forces as the contractor has completed his work and has moved off the project. The City has qualified personnel to perform the corrections needed.

The estimated cost of the work is $4,000 with federal participation of approximately $3,130.

Your approval as of April 28, 1977 is requested.

Attach.

WR:mk

Form 81-734-3122

[illegible]

Order for [illegible] Force Work

APPLYING TO CONTRACT PROJECT

Order No. 2

Project Name Thatcher Rd.-23rd Ave. (Forest Grove) Date April 12, 1977

Highway FAU 5020 (Gales Creek Rd) Contract No. 5376 F. A. Project No. M-5020(2

County Washington [illegible] Acct. No. 270-02

Description of Work To Be Done: [illegible] settlement over storm drain pipe. Remove and replace approximately 30' of concrete sidewalk. Remove and [illegible] areas. Remove and fill trench settlement [illegible] remove and replace A.C. [illegible] areas. This work to be done by the City of Forest Grove.

Location by Station Number: [illegible]

Estimate of Quantities and Costs:

Equipment Rental	$[illegible]
Labor	[illegible]
Materials	[illegible]
Total	[illegible]

Explanation: Settlement occurred around storm drains after completion of project during very heavy rains. Work has not been done. Payment for this work shall be made to the City of Forest Grove after completion of this work.

INSTRUCTIONS

Submit a separate order for each class or kind of state force work to be undertaken. Use the account number applicable to the work as indicated in the account [illegible] signed to state force work on contract [illegible]

Five copies of the order are to be [illegible] to Salem. After approval by the Asst. State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer

Percent of [illegible] [illegible]

[illegible] estimate of proj. cost [illegible]

4,000.00 [illegible]

Expected over-run (per cent) [illegible]

Expected over-run (per cent) [illegible]

Submitted by:

Approval Recommended:

Approved

Date Funding

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for [redacted] Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Thatcher Rd.-23rd Ave. (Forest Grove) Date April 12, 1977

Highway FAU 5020 (Gales Creek Rd) Contract No. 8376 F. A. Project No. M-5020(2)

County Washington Prefix 334-1082 Account No. 270-02

Description of Work To Be Done: Correct settlement over storm drain pipe. Remove and replace approximately 30' of concrete sidewalk. Remove and replant landscape area. Remove and fill trench settlement and remove and replace A.C. pavement areas. This work to be done by the City of Forest Grove.

Location by Station Numbers: Sta. 4 + 25

Estimate of Quantities and Costs:

Equipment Rental	$2,000.00
Labor	1,500.00
Materials	500.00
TOTAL	$4,000.00

Explanation: Settlement occurred around storm drains after completion of project during very heavy rains. Work has not been done. Payment for this work shall be made to the City of Forest Grove after completion of this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 213,299.47	
Present estimate of project cost, including $ 4,000.00 for work under this order	$ 219,056.35	
Expected ~~under-run~~ over-run (amount)	$ 5,756.88	
Expected ~~under-run~~ over-run (per cent)	2.7	

Space to right of this line is for use of Salem Office

Submitted by: J. M. Corkill Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: [illegible] Division Engineer

Approved: [illegible] [illegible]

[illegible] State Highway Engineer

State Printing

RECEIVED [illegible]

FORM E 35 (REV 10-61)

OREGON STATE HIGHWAY DIVISION

INTERDEPARTMENT CORRESPONDENCE

2131 S W Scholls Ferry Rd.
April 12, 1977

To: Marion Craft
Region Const. Engineer

SUBJECT: STATE FORCE ORDER NO. 2
Thatcher Rd-23rd Ave.(Forest Grove)
FAU 5020 (Gales Creek Rd)
Washington County
Contract No. 8376

Submitting herewith State Force Order No. 2 in the amount of $4,000.00 to correct settlement of trench at the Gales Way - Rosgarden Intersection. Also enclosed is an estimate of cost for this work from the City of Forest Grove. Work will be performed by the city and payment made to the same.

Your approval is recommended.

J.W. Cochell
James W. Cochell
Resident Engineer

cc: File

XC: C.T. KEASEY W/ATT[illegible]
APPROVAL RECOMMENDED
Marion Craft
4-15-77

OE RE RME RCE
TE RECEIVED RSM
UE APR 13 1977 RAC
SO REGION 1 RSI

RECEIVED

RE [illegible]

City of Forest Grove

[illegible]
[illegible]
FOREST GROVE, OREGON 97116

March 30, 1977

Jim Cochell
P. O. Box 25087
Portland, Oregon 97225

Dear Mr. Cochell:

Enclosed is a traffic marking layout for the left turn lanes on "E" Street between Spring Garden Way and Rosearden Drive. Please contact us when the striping crew is going to do the work.

The trench settlement problem at the Gales Way - Rosearden intersection may be worse than the surface appearance indicates. When digging behind the curb on both trenches we found that the voids extend underneath the pavement as far as we could probe with a hand shovel.

I am including a cost estimate of the work required to repair the settled area. This includes cutting the pavement across the entire street which would not be done if the settlement does not extend that far.

The following estimates include labor, equipment and materials:

Remove sidewalk, fill and compact settlement and replace sidewalk -	$675
Remove and replant landscaping including replacement of barkdust -	$110
Fill and compact trench settlement in areas not covered by pavement -	$850
Cut pavement, backfill and compact with rock, replace asphalt and control traffic -	$2,533
Total	$4,168

If you have any questions, please contact Don Schut, or myself.

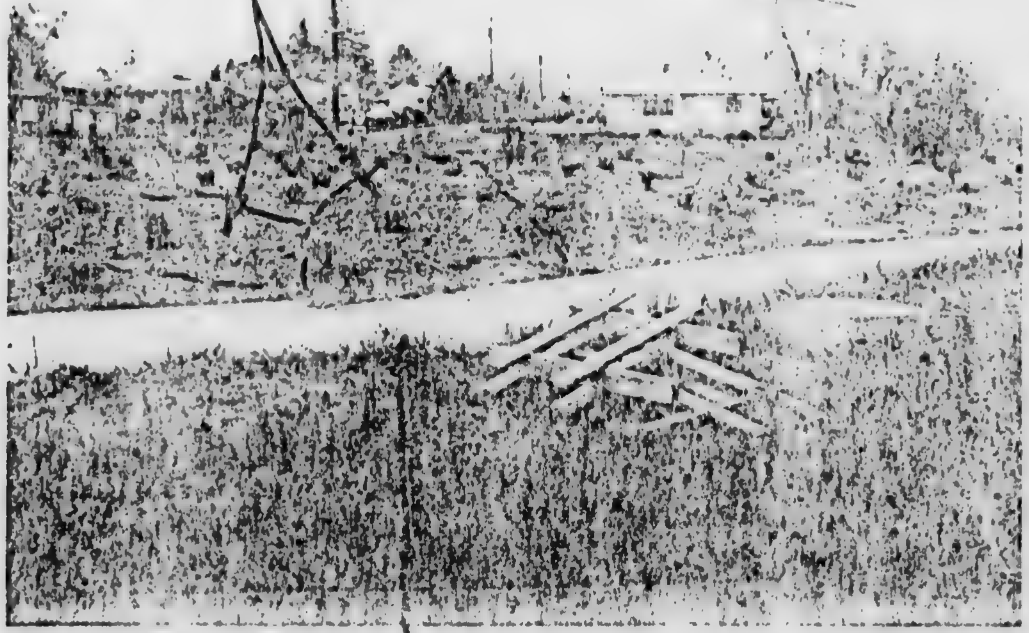
Sincerely,

John D. Burdett

John D. Burdett
Director of Public Works

JDB:bjh

[illegible]
537



8376

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

March 31, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contracts 8303, 8332, 8376 and 8415

Contracts 8303, 8376 and 8415 have been Finalled. Contract 8332 retainage was reduced to $1,000. In accordance with your memo of March 28th the $13,000 deposit released on these projects is being applied as follows:

8466	Add	$10,000
Unallocated	Add	3,000

Re: Contract 8424

This project has been finalled. This releases the $5,000 deposited in lieu of retainage on this contract. This amount may be released or transferred to other projects.

Please notify this office as to the disposition of this excess deposit.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

JJK;mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett(Att)

NOTED
C.W. HEAD

8376

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 25, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris,
Vice President

Re: Contracts 8376 and 8415 and 8303

These contracts have been finalled. This releases the $1,000 deposited in lieu of retainage on contract 8376 and the $2,000 deposited for contract 8415. These amounts may be released or transferred to other projects.

Please notify this office as to the disposition of the deposits.

Contract 8303 has also been finalled. This releases the $1,000 deposited in lieu of retainage.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8376

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 2, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 209012 for $100,000 which replaces safekeeping receipt 208830 for $200,000. The reallocation of funds is as follows:

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	(25,000)	$ 5,000
8303	1,000	-0-	1,000
8332	10,000	-0-	10,000
8376	1,000	-0-	1,000
8377	50,000	-0-	50,000
8415	2,000	-0-	2,000
8424	5,000	-0-	5,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	5,000	-0-	5,000
8468	-0-	5,000	5,000
Unallocated	81,000	(80,000)	1,000
	$200,000		$100,000

NOTED
C. W. HEAD

V.E. Skoog
Controller

by ________________________
James J. Kinns
Contract Payments Executive

cc: Cascade Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

8376

February 25, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On February 18, 1977, we wrote to you concerning release of final payment on Contract No. 8376 awarded to Cascade Construction Company, Inc., for work on Thatcher Road-23rd Avenue (Forest Grove) Section of FAU 5020 in Washington County.

The total contract amount is $188,476.53 including $2,927.94 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

cc
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gerlinger, Arnold & Reger Co.
201 American Bank Bldg.
Portland, OR 97205

C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region I Engineer

5376

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 20, 1977

Cascade Construction
P.O. Box 4267
Portland, OR 97208

Attention : John Morris
Vice-President

Re: Contracts 8303 and 8376

Retainage requirements on Contract 8303 have been reduced to $1,000. You presently have $10,000 deposited in lieu of retainage on this project. $9,000 may be released or transfered to other contracts.

Retainage requirements on Contract 8376 have been reduced to $1,000. You presently have $10,000 deposited in lieu of retainage on this project. $9,000 may be released or transfered to other contracts.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog
Controller

By ________________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank
Jean VanScoy, Safekeeping Dept.

bc: C.W. Head
R. Church
C. Barrett

NOTED
C. W. HEAD

8376

January 18, 1977

Cascade Construction Company, Inc.
P. O. Box 4267
Portland, OR 97208

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8376 for work on Thatcher Road-23rd Avenue in Forest Grove (FAU 5020) in Washington County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 14 days is granted because of added orders (Extra Work Orders No. 1 and 2 and Price Agreement No. 11).

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Region I

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: CON 5 #8376

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 3, 1977

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Thatcher Rd.-23rd Avenue
(Forest Grove)
Contract No. 8376
Request for Time Extension

Cascade Construction Company requests a complete time extension of 14 days because of three added orders and alleged extenuating circumstances on repairing a precast wall section and a labor-related subcontract problem. I doubt that these last two reasons are valid, but do not believe have to get involved in the merits of them.

When the 125 calendar workdays allowed for this project had elapsed on October 27, the project was 98 percent completed. The three added orders cited by the contractor were each significant for a project of this size ($185,829) and two of them were particularly late. The orders are -

E.W.O. 1	dated 7-22-76	construct special manhole,	$2,000
E.W.O. 2	dated 10-12	add drainage from low area into a manhole	1,600
P.A. 1	dated 11-3	landscape island for screening headlight glare	2,619

The added landscaping was the last work done on the project and accounts for 8 days. The other two orders also involved sequential work for which the Resident Engineer can account for up to 8 days. We therefore concur in a complete time extension of 14 days to delete all liquidated damages. This is a federal-aid Urban System project. The recommended extension can be granted participating under our delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
JAN 5'77
REFER TO
FOR
Inves R.D D.R Sign Act File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8376 Contractor Cascade Construction Co., Inc.

Highway FAU 5020 (Gales Creek Rd)

Section Thatcher Rd-23rd Ave. (Forest Grove)

Kind of Work Grading, Paving & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be **~~DENIED~~** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend complete time extension of 14 days to delete all liquidated damages. This is because of E.W.O. 1, 2 and P.A. 1.

Recommended for Approval:

Marion Croft /s Division Engineer

Construction Engineer or ~~Bridge Engineer~~

Deputy State Highway Engineer

Contract No. 8376

Project designation M-5020(2) State-Federal

Date awarded 6/7/76

Work started 7/19/76

Per cent completed 100% 11/10/76 Date

No. of Workdays Allowed 125 CWD

No. of Workdays Used 139 CWD

No. of Added Workdays Requested 14

State Printing 27030

E-320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 10, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 125 days to 139 days, within which to complete our Contract No. 8376, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter.

Respectfully submitted,

CASCADE CONSTRUCTION COMPANY, INC.
Contractor

By C. E. Idlewine
C. E. Idlewine, President

CONSENT OF SURETY

Date December 10, 1976

We, The Travelers Indemnity Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Douglas C Hunter
Attorney-in-fact

(SEAL)

Douglas C Hunter
Resident Agent

December [illegible]

Mr. James Cochell, Resident Engineer
Oregon State Highway Division
2132 S. W. Scholls Ferry Rd.
Portland, Oregon 972[illegible]

RE: THATCHER ROAD, OSHD NO. 8376

Dear Sir:

We request an extension of time for this project due to the reasons listed below:

1. Force Account Order No. 1 -

We request a three-day extension of time for this force account special manhole which accounts for the time required to construct it. The job crew was used on this work since the short duration of this work would have made it difficult to bring in different people for this work only.

2. Force Account Order No. 2 -

We request a one-day extension of time for this work, as this is the length of time required by the job crew to complete the ditch excavation.

3. Price Agreement No. 1 -

All items on the project were completed on November [illegible], 1976. The remaining five days charged to the project were necessary to mobilize and do the work required for this price agreement.

In addition to the items listed above, we had extenuating circumstances on two items which caused a delay in actual job completion.

A. A section of precast wall installed by a subcontractor was cracked during installation. The mobilization and work required to form and pour a new section required approximately one week and was completed on October 14, 1976. At this time we measured the recesses for the handrail and with excellent cooperation from our supplier and your staff were able to get drawings and measurements approved, the handrail fabricated, and installed by November 3, 1976. The normal period for this type of work is four to six weeks from field measurement, through approvals and installation.

B. Seeding and Mulching -

We had received a low quote when bidding this project from a subcontractor, who was unknown to us. During the progress of the formulation of a subcontract with them, we encountered some insurmountable problems. This was the first time that we have encountered such problems, as our relationship with our usual subcontractors has been very good. We were then forced to do this work with people on our payroll, with a supplier furnishing the equipment and materials. Unfortunately the equipment was not available until November 5, 1976, and this caused a delay in completion of this item of the project.

According to our records we were substantially completed on all items on the project except for Items A and B listed above, and the Price Agreement No. 1 - landscaping - on October 15, 1976. The roadway was in use without any hindrance to the public, and due to the extenuating circumstances related above, we petition for return of all liquidated damages assessed to the project.

Sincerely yours,

CASCADE CONSTRUCTION COMPANY, INC.

George R. Morton

George R. Morton
Vice President, Engineering

GRM:cwr

cc: #6-35 ✓

8376

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 13, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction

We received your safekeeping receipt 208596 covering savings certificate 277593 for $175,000. This replaces matured certificate 277489 in the amount of $150,000.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	-0-	$ 30,000
8127	20,000	-0-	20,000
8303	10,000	-0-	10,000
8332	10,000	-0-	10,000
8376	10,000	-0-	10,000
8377	40,000	10,000	50,000
8415	14,000	-0-	14,000
8424	5,000	-0-	5,000
Unallocated	11,000	15,000	26,000
	$ 150,000		$ 175,000

Enclosed is the safekeeping receipt for the matured securities.

Vernon E. Skoog,
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

Enclosures

cc: Cascade Construction

bc; C.W. Head (Att.)
R. Church
C. Barrett (Att.)

NOTED
C. W. HEAD

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208596

DATE December 30, 1976

For The Acct. of
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY: Former Rec 208434

$175,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D 4.500%
	Dated 12/13/76 Due 1/31/77
	Interest At Maturity
	CUSIP
	Cert #00 277593 @ 175M; n/o Cascade Construction Co., Inc.

"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-8880 6/75 ENV. 31-329 HEAD OFFICE PORTLAND

8376 4

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Thatcher Rd-23rd Ave. (Forest Grove)	WEEK ENDING: 1/8/77	SECTION PREFIX: 334-1082
HIGHWAY: FAU 5020 (Gales Creek Rd)	COUNTY: Washington	
NAME OF JOB: Thatcher Rd-23rd Ave. (Forest Grove)	KIND OF WORK: Grade, Pave, Signing	
CONTRACTOR: Cascade Construction Co., Inc.	CONTRACT NUMBER: 8376	FEDERAL AID PROJECT NUMBER:
DATE OF CONTRACT: June 7, 1976	DATE WORK STARTED: 7/19/76	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: SPECIFIED CALENDAR DAYS: 125 CWD	WORK DAYS USED: CALENDAR DAYS USED: 139 CWD
PROJECT AUTHORIZATION: $213,299.47	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 111
EXCLUSIVE OF ENGINEERING: $196,3[illegible]5.56	ENGINEERING AUTHORIZATION: $16,913.61	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1[illegible]7,[illegible]05.33	ENGINEERING COST TO DATE: $25,863.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 4.4 %	PERCENT OF AUTHORIZATION: 153 %	DATE PROJECT WAS COMPLETED: Nov. 10, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD	Mod. "C" Mix	"C" Mix
100	100	100	100			100	100

	GRADING	Aggr. Base SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.46	0.46		0.46	0.46
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.46	0.46		0.46	0.46
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,560	110		1,140	4,225
TOTAL QUANTITIES CORRECTED TO DATE	2,102	201		1,208	4,140
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,102	201		1,208	4,140
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	2	Showers	0		
MONDAY	3	Cloudy	0		
TUESDAY	4	Foggy	0		
WEDNESDAY	5	Clear	0		RECEIVED Richards
THURSDAY	6	Clear	0		10 '77
FRIDAY	7	Partly Cloudy	0		CONSTRUCTION SECTION
SATURDAY	8		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 2	
MONDAY 3	
TUESDAY 4	
WEDNESDAY 5	
THURSDAY 6	
FRIDAY 7	
SATURDAY 8	

REMARKS

Semi-final and supporting data submitted to Region Office Januray 5, 1977.

*** Final Report ***

cc: Construction
FHWA
Region
File

SIGNED J.W. Colwell LOCATION Sylvan

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8-3-76

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER [illegible] 82	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	m Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER		State Oregon
MODIFICATION NUMBER 1	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** 12-16-76	County Washington
		Project Number M-5020(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 17, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 206,721	$ 210,681
Federal funds	$ 161,635	$ 180,764
Other revisions		

This modification is made for the following reasons: To include additional approved extra work orders and increase federal aid pro rata to 85.80%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 16th day of December, 19 76.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Deputy State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)
for: G. L. Green

Oregon State Highway Division
Salem, Oregon December 7, 1976

Federal Aid Project
No. M-5020(2) Safety

Thatcher Rd.-23rd Ave. (Forest Grove) Sec.
FAU 5020 (Gales Creek Road)
Washington County

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. L^2 12+50 through Equa. L^2 25+00 = L 0+06 to L 12+00)

Subtotal on previous estimate of June 9, 1976		$187,929.05
Additional Approved Items		
EWO 1 Construct Special Manhole	All Required	$ 2,000.00
EWO 2 Provide Drainage for Low Area	" "	1,600.00
	Increase	$ 3,600.00
	Subtotal	$191,529.05
	Engineering	19,151.95
	TOTAL	$210,681.00

Length of Project --------------------- 0.463 mile

Cost of Roadway per mile---------------- $455,034.55

Federal Funds-- $180,764.00
State Funds-- 14,958.50
City Funds--- 14,958.50
TOTAL $210,681.00

Group 1 - 100%

Prefix - 334-1082

Contract No. - 8376

8376

1

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-105	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-17-76	State Oregon County Washington Project No. M-5020(2) Safety

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23 U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Thatcher Rd. to 23rd Avenue (Forest Grove)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-5-76	0.463

OTHER *(Specify)*

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 206,721	FEDERAL FUNDS $ 161,635

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Acting Assistant State Highway Engineer
(Title)

By ____________________
____
(Title)

By ____________________
____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator ____________________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in the State-City Agreement approved by the Oregon Transportation Commission and the State Highway Division on September 22, 1975.

Oregon State Highway Division
Salem, Oregon, June 9, 1976

Federal-Aid Project
No. M-5020(2) Safety

Thatcher Rd.-23rd Ave. (Forest Grove)
FAU 5020 (Gales Creek Road)
Washington County

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. L^2 12+50 thru EQ L^2 Sta. 25+00=L Sta. 0+06 to L Sta. 12+00)

Mobilization	All	Required		$ 10,750.00
Temporary Protection and Direction of Traffic	All	Required		3,000.00
Temporary Signs	250	sq.ft.	6.00	1,500.00
Temporary Barricades	7	only	100.00	700.00
Flagmen	450	hours	16.00	7,200.00
Clearing and Grubbing	All	Required		700.00
Removal of Structures and Obstructions	All	Required		1,725.00
Embankment in Place	2,560	cu.yds.	3.75	9,600.00
Trench Excavation	1,010	cu.yds.	4.50	4,545.00
Finishing Roadbed and Slopes	All	Required		2,480.00
Watering	35	M-gals.	10.00	350.00
Aggregate Shoulders	110	cu.yds.	7.75	852.50
Class "C" Asphalt Concrete Mixture	3,825	tons	10.90	41,692.50
Class "C" Modified Asphalt Concrete Mixture	1,140	tons	12.35	14,079.00
Class "C" Asphalt Concrete Mixture in Leveling Course	400	tons	11.10	4,440.00
Asphalt Cement in Mixture	355	tons	60.00	21,300.00
Portland Cement Additive in Class "C" Modified Mixture	11	tons	60.00	660.00
Concrete in Walls	20	cu.yds.	234.00	4,680.00
Reinforcement in Walls	1,750	lbs.	0.35	612.50
Pipe Handrail	224	lin.ft.	15.00	3,360.00
12-inch Sewer Pipe	806	lin.ft.	5.40	4,352.40
15-inch Sewer Pipe	250	lin.ft.	6.90	1,725.00
18-inch Sewer Pipe	410	lin.ft.	11.15	4,571.50
30-inch Sewer Pipe	6	lin.ft.	40.00	240.00
36-inch Sewer Pipe	106	lin.ft.	37.70	3,996.20
42-inch Sewer Pipe	74	lin.ft.	70.00	5,180.00
Extra for Pipe Under Pavement	70	lin.ft.	7.00	490.00
Portland Cement Concrete in Sewers	13	cu.yds.	120.00	1,560.00
Concrete Manholes	1	only	1,100.00	1,100.00
Concrete Inlets, Type CG-1	13	only	257.00	3,341.00
6-inch Drain Pipe	160	lin.ft.	3.50	560.00

Special Filter Material in Drains	60 cu.yds.	20.00	1,200.00
Concrete Walks	1,015 sq.yds.	7.83	7,947.45
Concrete Driveways	120 sq.yds.	10.60	1,272.00
Concrete Curbs	140 cu.yds.	69.00	9,660.00
Extra for Asphalt Approaches	7 only	125.00	875.00
Roadside Seeding and Mulching	1 acre	485.00	485.00
SIGNING			
Removal of Existing Sign Installation	All Required		100.00
Wood Sign Posts	All Required		1,200.00
Type "C" and "D" Signs in Place	185 sq.ft.	6.00	1,110.00
Type "EE" Signs in Place	7 sq.ft.	8.50	59.50
Type "U" Signs in Place	45 sq.ft.	9.50	427.50
Move Existing Signs	All Required		150.00
			$185,829.05
Anticipated Items			
Permanent Pavement Striping (S.F.)	All Required		$ 1,000.00
Stage Construction Striping (S.F.)	All Required		1,000.00
Temporary Erosion Control (E.W.)	All Required		100.00
			$ 2,100.00
	Subtotal		$187,929.05
	Engineering		18,791.95
	Total		$206,721.00

Length of Project - - - - - - - - - - 0.463 Mile

Cost of Roadway Per Mile - - - - - - - $446,481.64

Federal Funds	$161,635.00
State Funds	22,543.00
City Funds	22,543.00
Total Cost	$206,721.00

Group 1 100%

Contract No. 8376

Prefix No. 334-1082

8376

1

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 7, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8424

We received your safekeeping receipt 208324 covering savings certificate 277489, $150,000. This replaces matured certificate 277275, $200,000. Deposits in lieu of retainage on our contracts with Cascade Construction Co. are affected as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$30,000	$30,000	--
8127	20,000	20,000	--
8303	10,000	35,000	($25,000)
8332	10,000	40,000	(30,000)
8376	10,000	10,000	--
8377	40,000	40,000	--
8415	14,000	14,000	--
8424	5,000	5,000	--
Unallocated	11,000	6,000	5,000
Total	$150,000	$200,000	($50,000)

We enclose the safekeeping receipt for the matured certificate.

Vernon E. Skoog

By ____________________
Janice H. Peterson
Contract Payments Executive

JHP:mn

Enclosure

cc: Cascade Construction

bc: C.W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

November 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed please find a copy of our Safekeeping Receipt #208324 covering a $150,000.00 U S Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	10,000.00
8332	10,000.00
8376	10,000.00
8377	40,000.00
8415	14,000.00
8424	5,000.00
Unallocated	11,000.00
	$150,000.00

This C/D renews Safekeeping Receipt #208173 in the amount of $200,000.00 which matures on 11/30/76.

Very truly yours,

Ella Anderson

Safekeeping Department

NOTED

ea
Enc

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
DEC 01 1976
HIGHWAY ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208324

DATE 11/30/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

DEPOSITED BY: Time Deposit

$150,000.00

U.S. Bank Savings Certificate Non-Negotiable C/D 5.000%

Dated 11/30/76 Due 12/30/76
Interest At Maturity
Cert # -00 277489 @ 150M
"Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division"
N/O Cascade Construction Co., Inc.

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

faus

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Portland, Oregon 97213
November 9, 1976

FILE:

FROM: JON ROSE Jon Rose
Federal Aid Engineer

TO: GEORGE HOPKINS
Local Government Programs Engineer

SUBJECT: Matching Ratio
Thatcher Rd. - 23rd Street
(Forest Grove) Section
FAU Project - Forest Grove

Forest Grove's urban systems project to improve the Gales Creek Road is nearly complete but since the final voucher has not been prepared, the City has asked that federal participation be increased to 86 percent. The City's letter of request is attached.

mb
attachment
cc: Region 1 w/attch.

NOTE & FILE

11-16-76
cc: CLIFF LAUX
DICK HACEK
GEJ.

RECEIVED
COUNTY & CITY SECTION
NOV 15 1976
☐ ENGR. ☑ COOR. ☑ OE ☑ AE ☐ UE
☑ OPE ☑ CE ☑ RE ☑ RPE ☐

PROJECT MANAGEMENT
NOV 12 '76
REFER TO H

Info	Investigate	R/D	Action		
			✓		

City of Forest Grove

1924 COUNCIL STREET
P.O. BOX 326
FOREST GROVE, OREGON 97116

ME [illegible] PR1 PR2 DE
O.S.H.D. - METRO
1976
OE FILE T/A

October 29, 1976

Oregon State Highway Division
East Portland Highway Building
5821 N.E. Glisan
Portland, Oregon 97213

Attention: John Rose, Federal Aid Engineer

Dear Mr. Rose:

We hereby request that the State change the Federal State match ratio to 86%-14% on the Thatcher Road - 23rd Street (Forest Grove) Section, FAU 5020, Gales Creek Road project.

This request is based on the October 14, 1976 notice of change of Federal Aid Match Ratio received from F. B. Klaboe, Chief of Operations, OSHD.

Sincerely yours,
CITY OF FOREST GROVE

Daniel F. Durig

Daniel F. Durig
City Manager

John D. Burdett

John D. Burdett
Director of Public Works

JDB:bjh

RECEIVED
COUNTY & CITY SECTION
NOV 15 1976
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8376

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 1, 1976

U.S. National Bank
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8427

We received your safekeeping receipt No. 208173, covering TCD 277275, $200,000. This replaces matured certificate 265198, $200,000. This transaction affects deposits in lieu of retainage on our contracts with Cascade Construction Company as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$ 30,000	$ 30,000	$ -
8127	20,000	20,000	-
8303	35,000	35,000	-
8332	40,000	40,000	-
8376	10,000	10,000	-
8377	40,000	40,000	-
8415	14,000	14,000	-
8427	5,000	-	5,000
Unallocated	6,000	11,000	(5,000)
Total	$200,000	$200,000	-

The safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog, Controller

by

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

cc: Cascade Construction
bc: C. W. Head
Bob Church
Chuck Barrett

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

RECEIVED
NOV 1 1976
CONTRACT ACCOUNTING

October 29, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed Please find a copy of our Safekeeping Receipt #208173 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co, Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
8424	5,000.00
Unallocated	6,000.00
	$ 200,000.00

This C/D renews Safekeeping Receipt #207906 in the amount of $200,000.00 which matures on 10/29/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

CC: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
NOV 1 1976
HIGHWAY ACCOUNTING

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208173 11b

DATE 10/29/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-929
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY: Time Deposit

For The Acct. of • Cascade Construction Company, Inc.
P.O. BOX 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

$200,000.00

U. S. Bank Savings Certificate Non-Negotiable C/D 5%

Dated 10/29/76 Due 11/30/76

Interest at Maturity

CUSIP

Cert. No. 00 277275 @ 200M n/o Cascade Construction Co. Inc.
"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division"

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

-3499 6/75 ENV. 31-329 HEAD OFFICE PORTLAND

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-68)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Forest Grove
P.O. Box 326
Forest Grove, OR 97116

Attention of Mr. John D. Burdett

Request No. (assigned by staff engineer or head of division) cc 1642

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction

Advance Deposit $23,500.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of Gales Creek Road (Thatcher Road-23rd) Covered by agreement dated 9/22/75		20,000.00
		To be retained		$ 3,500.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 23,500.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
334-1082-295

Submitted by:
Fred J. Hildebrandt
F. F. Hildebrandt

Approved:
Division Engineer

Approved:
George N. Hopkins
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the [illegible]

FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 6, 1976

FILE: 34-20

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: Thatcher Road - 23rd (Forest Grove) Section

TO: Ed Hardt
REGION I ENGINEER

Attached are plans, specifications and cost estimates for placing top soil, shrubs and bark mulch in the subject section.

DW/lea
cc: Don Harwell ✓
L. E. George

RECEIVED
COUNTY & CITY SECTION
☐ ENGR. ☐ COOR. ☑ CE ☑ AE ☐ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Form 81-731

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET OF SHEETS

THATCHER ROAD -23 RD. AVE. (FOREST GROVE) SEC.

ESTIMATE OF COST

ITEM	UNIT	TOTAL	PRICE	AMOUNT
furnishing & placing Topsoil	Cu. Yd.	215	6.00	$ 1290.00
furnishing & planting shrubs	ea.	160	6.00	$ 960.00
Bark Mulch	Unit	4	70.00	$ 280.00
		Sub TOTAL		$ 2,530.00
	+ % prime Contractor			

RECEIVED
COUNTY & CITY SECTION
1976
☐ ENGR. ☐ CONS. ☐ UC ☐ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

8-37

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 30, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Jean Van Scoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415

We received your safekeeping receipt 207906 covering your c/d 265198, $200,000. We are returning your safekeeping receipt 207676 for matured C/D 264976, $200,000. We confirm amounts deposited in lieu of retainage on our Contracts with Cascade Construction Co. as follows:

Contract	Current Deposit
8064	$ 30,000
8127	20,000
8303	35,000
8332	40,000
8376	10,000
8377	40,000
8415	14,000
Unallocated	11,000
Total	$200,000

Vernon E. Skoog
Controller

by ____________________
Janice H. Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP:mm

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

September 28, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen:

Enclosed please find a copy of our Safekeeping Receipt #207906 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
Unallocated	11,000.00
	$200,000.00

RECEIVED
SEP 29 1976
CONTRACT ACCOUNTING

This C/D renews Safekeeping Receipt #207676 in the amount of $200,000.00 which will mature on 9/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JV:ms

Enclosure

CC: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
SEP 29 1976
HIGHWAY ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. **207906**

DATE 9/27/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$200,000.00

U.S. Bank Savings Certificate Nonnegotiable C/D 5%

Dated 9/27/76 Due 10/29/76

Interest At Maturity

Cert # 00 265198 @ 200M; N/O Cascade Construction Co., Inc.

CUSIP

"Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2489 4/75 ENV. 31-328 HEAD OFFICE PORTLAND

8376

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 7, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377

We received your safekeeping receipt 207676, covering TCD 264976, $200,000. Enclosed please find safekeeping receipt 207508, covering matured TCD 259350, $150,000.

We confirm allocation of TCD 264976 as follows:

Contract	Amount
8064	$30,000
8127	20,000
8303	32,500
8332	37,500
8376	10,000
8377	30,000
unallocated	40,000
Total	$200,000

Vernon E. Skoog
Controller

by

Janice H. Peterson

Enclosure

cc: Cascade Construction

bc: C.W. Head ✓
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8376

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 6, 1976

U. S. National Bank
P.O. Box 4412
Portland, Oregon 97205

Attn: Ella Anderson

Re: Cascade Construction Co.
Contracts 8064, 8127, 8303, 8332, 8377, & 8376

We received your safekeeping receipt 207508, covering TCD 259350, $150,000. This replaces TCD 251132, $120,000. Cascade's deposits in lieu of retainage are affected as follows:

Contract	Prior Deposit	Current Deposit	Net Change
8064	$30,000	$30,000	----
8127	20,000	20,000	----
8303	27,000	32,500	5,500
8332	33,000	37,500	4,500
8376	5,000	10,000	5,000
8377	5,000	20,000	15,000
TOTAL	$120,000	$150,000	$30,000

The safekeeping receipt for the matured certificate is enclosed.

Vernon E. Skoog
Controller

by: ______________________
Janice Peterson
Contracts Payment Executive

VES:JP/sw

cc: Cascade Construction Co.

NOTED
W. HEAD

bc: C. W. Head
R. Church
C. Barrett

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

For The Acct. of
[illegible] Construction Company, Inc.
P.O. Box 4[illegible]
Portland, Oregon 97[illegible]

RECEIPT NO. [illegible]

DATE [illegible]

DISPOSITION OF [illegible]

☐ CR. CKNG. Acct [illegible]

☐ CR. SVNG. Acct

☐ [illegible]

DEPOSITED BY: [illegible]

[illegible] Highway [illegible]

$1[illegible],000.00	U.S. Bank Savings Certificate Nonnegotiable C/D Dated [illegible]/76 Due [illegible]/76 Interest at Maturity [illegible] Funds to be [illegible]

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives [illegible] mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in [illegible]

NOT NEGOTIABLE

S-2463 4/73 ENV. 31-325 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

August 5, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Petersen

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207508 covering $150,000.00 U S Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $20,000.00 on Contract #8127, $32,500.00 on Contract #8303, $37,500.00 on Contract #8332, $20,000.00 on Contract #8277, $10,000.00 on Contract #8376.

This C/D renews Safekeeping Receipt #207243 in amount of $120,000.00 which matured on 8/5/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

[illegible], 197[illegible]

[illegible]
[illegible]
[illegible]

[illegible]

[illegible]:

[illegible]

[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]

[illegible] Janice Peterson at the O.S.H.D.

Yours very truly,

[illegible]

Jon E. Morris
Vice President

JEM:ml

cc: O.S.H.D.
Highways Building
Salem, Oregon 97310
Attention: Janice Peterson

8376

4b

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

July 9, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Re: Cascade Construction Co.
Contracts 8064, 8127, 8303, 8332, 8377 & 8376

Attention: Ella Anderson

We confirm receipt of your safekeeping receipt No. 207243, covering certificate of deposit 251132, $120,000. This replaces matured certificate 250871, $270,000. Securities deposited in lieu of retainage by Cascade Construction Co. are affected as follows:

Contract	Matured Deposit	Current Deposit	Net Change
8064	$ 30,000	$ 30,000	---
8127	193,000	20,000	($173,000)
8303	22,000	27,000	5,000
8332	25,000	33,000	8,000
8376	---	5,000	5,000
8377	---	5,000	5,000
	$270,000	$120,000	($150,000)

The safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By Janice Peterson
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: Cascade Construction Co.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED ST/ TES NATIONAL
BANK OF O EGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207243

DATE July 6, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-0[illegible]
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$120,000.00	U. S. Bank Savings Certificate Nonnegotiable C/D 5.375% Dated 7/6/76 Due 8/5/76 Interest At Maturity Cert #00 251132 @ 120M; n/o Cascade Construction Company, Inc. "Funds to be released to contractor only upon written notice to di from Oregon State Highway Division."

CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are ca
ment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed
hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for
of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably
writing by the owner.

NOT NEGOTIABLE

13-2499 4/73 ENV. 31-329 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

RECEIVED
JUL 08 1976
CONTRACT ACCOUNTING

July 6, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207243 covering $120,000.00 U S Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $20,000.00 on Contract #8127, $27,000.00 on Contract #8303, $33,000.00 on Contract #8332, $5,000.00 on Contract #8377, $5,000.00 on Contract #8376.

This C/D renews Safekeeping Receipt #206918 in amount of $270,000.00 which matured on 7/5/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

✓ cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

fens

May 28, 1976

Mr. John D. Burdett, Director
Department of Public Works
City of Forest Grove
P. O. Box 326
Forest Grove, Oregon 97116

Dear Mr. Burdett:

The Highway Division opened bids yesterday on the Thatcher Road-23rd Avenue Section of Gales Creek Road, Urban System Project M-5020(2). Three bids were received and the low bid was submitted by Cascade Construction Company of Portland.

The anticipated construction cost based on their bid is as follows:

Contractor's Bid	$185,829.05
Anticipated Additional Items	2,100.00
	$187,929.05
Contingencies (4-1/2%)	8,456.81
Engineering (9%)	16,913.61
	$213,299.47

City's Estimated Share:
11% of $213,299.47 = $23,462.94

ADVANCE DEPOSIT = $23,500

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. John D. Burdett
May 28, 1976
Page 2

Please make your check in the amount of $23,500 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, 9200 S. W. McLoughlin Boulevard, Milwaukie 97222.

Very truly yours,

Richard Unrein
Urban Engineer
Project Management Section

GEZ:sch

bc w/att: Jon Rose--Upon receipt of city's check, notify Carl Nelson at 378-6563, attach copy of notification of advance deposit No. AD-20~~6~~4 and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division

AD-204

NOTIFICATION OF ADVANCE DEPOSIT

CARD 1

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference
Invoice No.
Date Recd.

Depositor City of Forest Grove

Amount $23,500

Section Responsible for Monitoring Project Region 1

Estimated Completion Date 11-1-76

CARD 2

Purpose Construction advance deposit for Urban System Project

Other Information (File #, FA Project, etc.) M-5020(2)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly *(2)* ☐ Upon Completion *(3)* ☐ Other

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 334-1082 PE Prefix

(4) ☐ SCA
(5) ☒ Urban
(6) ☐ FAS-C
(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks Thatcher Rd.-23rd Ave. Section
Gales Cr. Rd., FAU 5020

Prepared by Gary E. Zehner Date 5-28-76
Gary E. Zehner

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD-204

To: County-City Unit
203 State Highway Building

ACCOUNTING ONLY
Reference
Invoice No.
Date Recd.
Deposit Amt.

Depositor City of Forest Grove

Remarks Construction advance deposit for
Thatcher Rd.-23rd Ave. Section of Gales Cr. Rd., M-5020(2)

Received by

Form 81-734-1382

THATCHER RD.-23RD AVE. (FOREST GROVE) SECTION

FAU 5020 (GALES CR. RD.)

WASHINGTON COUNTY

FAP No. M-5020(2)
0.46 mile Grading, Paving and Signing — Bids Received May 27, 1976

1.	Mobilization	All	Specified		$ ~~10,500.00~~ 10,750
2.	Temporary Protection and Direction of Traffic	All	Specified		~~2,500.00~~ 3,000
3.	Temporary Signs	250	sq.ft.	6.00 ✓	1,500.00 ✓
4.	Temporary Barricades	7	only	~~125.00~~ 100-	~~875.00~~ 700
5.	Flagmen	450	hours	~~15.00~~ 16-	~~6,750.00~~ 7,200
	ROADWORK				
6.	Clearing and Grubbing	All	Specified		~~1,500.00~~ 900
7.	Removal of Structures and Obstructions	All	Specified		~~700.00~~ 1,725
8.	Embankment in Place	2,560	cu.yds.	~~3.00~~ 3^{75}	~~7,680.00~~ 9,600
9.	Trench Excavation	1,010	cu.yds.	~~7.00~~ 4^{50}	~~7,070.00~~ 4,545
10.	Finishing Roadbed and Slopes	All	Specified		~~1,000.00~~ 2,480
11.	Watering	35	M-gals.	10.00 ✓	350.00 ✓
12.	Aggregate Shoulders	110	cu.yds.	~~8.00~~ 7^{75}	~~880.00~~ 852^{50}
13.	Class "C" Asphalt Concrete Mixture	3,825	tons	~~10.00~~ 10^{90}	~~38,250.00~~ 41,692^{50}
14.	Class "C" Mod. Asphalt Concrete Mixture	1,140	tons	~~10.50~~ 12^{35}	~~11,970.00~~ 14,079
15.	Class "C" Asphalt Concrete Mixture in Leveling Course	400	tons	~~11.00~~ 11^{10}	~~4,400.00~~ 4,440
16.	Asphalt Cement in Mixture	355	tons	~~70.00~~ 60-	~~24,850.00~~ 21,300
17.	Portland Cement Additive in Class "C" Mod. Mixture	11	tons	60.00 ✓	660.00 ✓
18.	Concrete in Walls	20	cu.yds.	~~130.00~~ 234-	~~2,600.00~~ 4,680
19.	Reinforcement in Walls	1,750	lbs.	.35 ✓	612.50 ✓
20.	Pipe Handrail	224	lin.ft.	~~12.00~~ 15-	~~2,688.00~~ 3,360
21.	12-inch Sewer Pipe	806	lin.ft.	~~8.00~~ 5^{40}	~~6,448.00~~ 4,352^{40}
22.	15-inch Sewer Pipe	250	lin.ft.	~~10.50~~ 6^{90}	~~2,625.00~~ 1,725
23.	18-inch Sewer Pipe	410	lin.ft.	~~14.00~~ 11^{15}	~~5,740.00~~ 4,571^{50}
24.	30-inch Sewer Pipe	6	lin.ft.	~~35.00~~ 40-	~~210.00~~ 240
25.	36-inch Sewer Pipe	106	lin.ft.	~~36.00~~ 37^{70}	~~3,816.00~~ 3,996^{20}
26.	42-inch Sewer Pipe	74	lin.ft.	~~45.00~~ 70-	~~3,330.00~~ 5,180
27.	Extra for Pipe Under Pavement	70	lin.ft.	~~10.00~~ 7	~~700.00~~ 490

28.	Portland Cement Concrete in Sewers	13 cu.yds.	~~50.00~~	120-	$ ~~650.00~~	1,560
29.	Concrete Manholes	1 only	~~650.00~~	1,100-	~~650.00~~	1,100
30.	Concrete Inlets, Type CG-1	13 only	350.00	257-	~~4,550.00~~	3,341
31.	6-inch Drain Pipe	160 lin.ft.	~~5.50~~	3 50	~~880.00~~	560
32.	Special Filter Material in Drains	60 cu.yds.	~~15.00~~	20-	~~900.00~~	1,200
33.	Concrete Walks	1,015 sq.yds.	8.00	7 83	~~8,120.00~~	7,947 45
34.	Concrete Driveways	120 sq.yds.	~~12.50~~	10 60	~~1,500.00~~	1,272
35.	Concrete Curbs	140 cu.yds.	~~85.00~~	69-	~~11,900.00~~	9,660
36.	Extra for Asphalt Approaches	7 only	~~100.00~~	125-	~~700.00~~	875
37.	Roadside Seeding and Mulching	1 acre	~~1,000.00~~	485-	~~1,000.00~~	485

SIGNING

38.	Removal of Existing Sign Installations	All Specified			~~500.00~~	100
39.	Wood Sign Posts	All Required			~~2,160.00~~	1,200
40.	Type "C" and "D" Signs in Place	185 sq.ft.	~~8.00~~	6-	~~1,480.00~~	1,110
41.	Type "EE" Signs in Place	7 sq.ft.	~~10.00~~	8 50	70.00	59 50
42.	Type "U" Signs in Place	45 sq.ft.	~~12.00~~	9 50	~~540.00~~	427 50
43.	Move Existing Signs	All Specified			~~450.00~~	150
	For Comparison of Bids				~~$186,254.50~~	185,829 05

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		~~$186,254.50~~	185,829.05
Anticipated Additional Items:			
Permanent Pavement Striping	$1,000.00		
Stage Construction Striping	1,000.00		
Temporary Erosion Control	100.00		
		2,100.00	
		$188,354.50	187,929.05
Contingencies (4-1/2%)		8,475.95	8,456.81
Engineering (9%)		16,951.91	16,913.61
Estimated Net Authorization, Construction		~~$213,782.36~~	213,299.47

CITY SHARE 11% = 23,462.94

ADV. DEP. = $23,500

Alloc 45±

PE . 12,000

TOTAL - 225,000 FED 176
129
47,000

225
Fed 129,000 = 165
60

SAFECO INSURANCE C ANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

154.50 FAUS

PROJECT NO.: #18
THATCHER ROAD-23RD AVENUE (FOREST GROVE)
SECTION, FAU 5020 (GALES CREEK ROAD) IN
FOREST GROVE

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: MAY 27, 1976

PAGE 1

1. Cascade Const. Co. Port. 185,829^{05}
2. Baker Rock Co. & Beaverton 258 539^{50}
3. Babler Bros. Port. 278 280^{50}

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Mobilization	1	10,750	24,000	15,000
	L.S.	Traffic Temporary Protection and Direction of	2	3,000	4,000	10,000
250	S.F.	Temporary Signs	3	6-	5^{50}	5-
7	Only	Temporary Barricades	4	100	125	200
450	Hrs.	Flagmen	5	16-	14-	15-
	L.S.	ROADWORK Clearing and Grubbing	6	700	8,000	10,000
	L.S.	Removal of Structures and Obstructions	7	1,725	4,500	5,000
2,560	C.Y.	Embankment in Place	8	3^{75}	6-	8-
1,010	C.Y.	Trench Excavation	9	4^{50}	4^{80}	5-
	L.S.	Finishing Roadbed and Slopes	10	2,480	4,000	10,000
35	M-gals.	Watering	11	10-	10-	10-
110	C.Y.	Aggregate Shoulders	12	7^{75}	10-	10-
3,825	Tons	Class "C" Asphalt Concrete Mixture	13	10^{90}	13^{19}	16-
1,140	Tons	Class "C" Mod. Asphalt Concrete Mixture	14	12^{35}	18^{34}	16-
400	Tons	Leveling Course Class "C" Asphalt Concrete Mixture in	15	11^{10}	14^{13}	16-
355	Tons	Asphalt Cement in Mixture	16	60-	80-	68-
11	Tons	"C" Mod. Mixture Portland Cement Additive in Class	17	60-	100	75-
20	C.Y.	Concrete in Walls	18	234	234	210

BOND WITH SAFECO

® SAFECO Insurance Company of America, registered trademark owner.

PROJECT NO. #18 - THATCHER ROAD -23RD AVENUE (FOREST GROVE) SECTION, FAU 5020,ETC. PAGE 2 of 2

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No 3 UNIT PRICE
1,750	Lbs.	Reinforcement in Walls	19	0^{35}	0^{35}	0^{75}
224	L.F.	Pipe Handrail	20	15-	34-	25-
806	L.F.	12-inch Sewer Pipe	21	5^{40}	8^{70}	10-
250	L.F.	15-inch Sewer Pipe	22	6^{90}	11-	11-
410	L.F.	18-inch Sewer Pipe	23	11^{15}	13^{30}	13-
6	L.F.	30-inch Sewer Pipe	24	40-	35^{10}	50-
106	L.F.	36-inch Sewer Pipe	25	37^{70}	45^{60}	45-
74	L.F.	42-inch Sewer Pipe	26	70-	75-	100
70	L.F.	Extra for Pipe Under Pavement	27	7-	8-	10-
13	C.Y.	Portland Cement Concrete in Sewers	28	120	65-	80-
1	Only	Concrete Manholes	29	1,100	1,000	1,500
13	Only	Concrete Inlets, Type CG-1	30	257	278	500
160	L.F.	6-inch Drain Pipe	31	3^{50}	5-	4-
60	C.Y.	Special Filter Material in Drains	32	20-	12-	15-
1,015	S.Y.	Concrete Walks	33	7^{83}	8^{45}	9-
120	S.Y.	Concrete Driveways	34	10^{60}	11^{60}	15-
140	C.Y.	Concrete Curbs	35	69-	73-	80-
7	Only	Extra for Asphalt Approaches	36	125	60-	200
1	Acre	Roadside Seeding and Mulching	37	485	600	600
	L.S.	SIGNING Removal of Existing Sign Installations	38	100	100	300
	L.S.	Wood Sign Posts	39	1,200	2,775	3,500
185	S.F.	Type "C" and "D" Signs in Place	40	6-	6^{50}	7-
7	S.F.	Type "EE" Signs in Place	41	8^{50}	8^{50}	9-
45	S.F.	Type "U" Signs in Place	42	9^{50}	9^{50}	10-
	L.S.	Move Existing Signs	43	150	250	350

837

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LETTER OF APPROVAL AND/OR AUTHORIZATION

020(2)

STATE PROJECT NO.
Thatcher Rd-23rd Avenue

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-74

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 25 '76
REFER TO
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5/5/76	5/5/76	FAU-5020
		STATE ROUTE NUMBER City Street

GENERAL LOCATION:

City Street - Thatcher Road to 23rd Avenue (Forest Grove)

GENERAL DESCRIPTION OF WORK:

Grade, Drain, and Pave.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify)

Permanent & Stage Constr. Striping	$2,000
Temporary Erosion Control	100

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☒ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4/16/76 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 5/3/76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $207,190, Federal funds $162,000.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/5/76	E J Valach	for Division Administrator

FORM PR-1240 (REV. 8-71)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-888

T/F#115

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4/16/76

BY (Signature): L.W. Rulien's 4/14/76 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS ______

STAGE 1*: ITEM NOS. ______ THRU ______

STAGE 2: ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
74	M-5020(2)	0.46	206,000	161,000	**Location:** Thatcher Road-23rd Avenue (Forest Grove) Section Washington County State of Oregon **Work:** Grade, drain, High type pavement including utility adjustment

REMARKS (Division)

RECEIVED
COUNTY & CITY SECTION
APR 21 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☒ CE ☐ RE ☐ RPE ☐

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4/16/76	G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 14, 1976

CARD 2
REPORT NUMBER: 1
PROJECT LOCATION (45 typewriter spaces): City St., Thatcher Rd. to 23rd (Forest Grove)
ADT PRESENT: 3,500 FUTURE: 8,000 YEAR: 96
REGION: 10
STATE NAME: Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces): Grade, Drain, High-type Pav't.
NATL. FOREST:
FH ROUTE NO.:
SUPV AGCY:
DA CLASSIF.:
DA AREA:
EMERG. YR.:
PL. AUTH YR:
PROJECT NUMBER: PREFIX LETTER(S): M- NUMBER: 5020

CARD 4
CLASS OF FEDERAL FUNDS: Urban System
COUNTY NAME: Washington
CODE 067
NAME OF URBAN AREA: Forest Grove
ROUTE NO. U
FEDERAL-AID: 5020
STATE: City St.
U.S.: ---

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) TOPICS (Safety) 6203		"Thatcher Road-23rd Avenue (Forest Grove) Section"	0.46	206,000	161,000	22,500	22,500 (City)
							PROJECT TOTALS	0.46	206,000	161,000	22,500	22,500 (City)
									(18) (23)	(24) (33)		

CARD 1 CODE 1 PREPARED BY: JLG

4 14 PROGRAM APPROVAL DATES

REMARKS
Additional Data: Item No. 44, P

RECEIVED
COUNTY & CITY SECTION
APR 21 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ OPE ☒ CE ☐ RE ☐ RPE ☐

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 14, 1976

ATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APP'N CODE	ITEM NO.
Thatcher Rd. to 23rd (Forest Grove)		3,500	8,000	96	10	Oregon	41	W32	74

ypewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.	
e Pav't.								M-	5020	(2)			

ystem

COUNTY NAME: Washington

CODE: 067

Grove

ROUTE NO. U

FEDERAL-AID: 5020

STATE: City St.

U.S.: ---

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	"Thatcher Road-23rd Avenue (Forest Grove) Section"	0.46	206,000	161,000	22,500	22,500 (City)	ROW - 60' min.; Access control-none; Parking restrictions-complete. Utility adj. required.
JLG	PROJECT TOTALS	0.46	206,000	161,000	22,500	22,500 (City)	

RECEIVED
COUNTY & CITY SECTION
APR 21 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

RES

REMARKS
Additional Data: Item No. 44, Project No. M-5020(1).

-Over-

THATCHER ROAD-23rd AVENUE (FOREST GROVE) SECTION

PROJECT NO. M-5020(2)

Project Data:

The work consists of grade, drain and high-type pave a 44-foot curbed section to provide two 12-foot travel lanes with 3-foot shy distance adjacent to the curbs and a 14-foot continuous left turn median lane. Construct a 5-foot concrete walk on the easterly side. Install necessary signing and illumination.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on September 16, 1975.

Rev. 4-14-76

FAUS

Section Thatcher Rd. -23rd Ave (Forest Grove) Programming Estimate $ 212,000

Highway FAU 5020 (Gales Cr. Rd.) Project Length 0.46 miles

County Washington Completion Time 125 Calendar W/D (11-1-76)

Kind of Work Grading, Paving & Signing

Prefix 534-1906 FA Project No. M-5020(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 186,254 50

Anticipated Additional Items:

Royalty Payment . . . .

Building Permit Fees . . . .

Slide Correction . . . .

Railroad Protective Costs. . . . .

Other Railroad Costs . . . .

Permanent Signing . . . .

Permanent Pavement Striping. $1000

Stage Construction Striping. $1000

Temporary Erosion Control. 100

Install Truck Scale Mechanism. . . . . .

Truck Scale House . . . .

Install Temporary Traffic Signals. . . . . . $ 2100

Install Water Meter. . . . .

Furnish Water. . . . .

Laboratory Fees. . . . .

Furnish Mail Box Posts . . . .

Pipe Bedding Materials . . . .

On the Job Trainees. . . . .

State Responsibility for Damages . . . .

Signal Controller Testing . . . .

Bikeway Signs . . . .

Adjust Utilities . . . .

Misc. Permit Fees

$ 188,354 50

RECEIVED
COUNTY & CITY SECTION
APR 14 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

Contingencies (4-1/2%) 8,475 95

Engineering (9 %) 16,951 91

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction . . . . $ 213,782 36

OREGON STATE HIGHWAY DIVISION

S ~~ARY—BID SCHEDULE—~~COST ESTIMAT

Sheet 1 of 2

Date 4-2-76

Section Thatcher Road - 23rd Ave (Forest Grove)

County Washington

Kind Of Work Grading And Paving

Length 0.46

Name [illegible]

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
					4/2/76 CEL	
1	Mobilization		Lump Sum	All Spec	6%	10,500
2	Temporary Protection And Direction of Traff.		Lump Sum	All Spec		2500
3	Temporary Signs		Sq. FT.	250	6	1500
4	Temporary Barricades		Each	7	125	875
5	Flagmen		Hour	450	15^{00}	6750 ~~5400~~
	ROADWORK					
6	Clearing And Grubbing		Lump Sum	All Spec		1500^{00}
7	Removal Of Structures And Obstructions		Lump Sum	All Spec		700^{00}
8	Embankment In Place		Cu. Yd.	2,560	3^{00}	7680
9	Trench Excavation		Cu. Yd.	1,010	7^{00}	7070
10	Finishing Roadbed And Slopes		Lump Sum	All Spec.		1000^{00}
11	Watering		M-Gal.	35	10^{00}	350
12	Aggregate Shoulders		Cu. Yd	110	8^{00}	880
13	[illegible] or Class "C" Asphalt Concrete Mixture		Ton	3825 ~~3,425~~	10^{00}	38,250 ~~34,250~~
14	Class "C" Mod Asphalt Concrete Mixture		Ton	1140	10^{50}	11,970
15	Class "C" Asphalt Concrete Mixture In Leveling Course		Ton	400 ~~800~~	11^{00} ~~10~~	4400 ~~8,000~~
16	Asphalt Cement In Mixture		Ton	355	70^{00}	24,850
17	Portland Cement Additive in Class "C" Mod. Mixture		Ton	11	60^{00}	660
18	Concrete In Walls		Cu. Yd.	20	130^{00}	2600
19	Reinforcement In Walls		Lb.	1750	.35	612^{5}
20	Pipe Handrail		Lin FT.	224 ~~400~~	12^{00}	2688^{00}
21	12-inch Sewer Pipe		Lin FT.	806	8^{00}	6448
22	15-inch Sewer Pipe		Lin. FT.	250	10^{50}	2625
23	18-inch Sewer Pipe		Lin. FT.	410	14^{00}	5740

OREGON STATE HIGHWAY DIVISION

SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 2 of 2

Date

Section Thatcher Road - 23rd Ave (Forest Grove)

County

Kind Of Work Grading And Paving

Length

Name

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
24	30-inch Sewer Pipe		Lin. Ft.	6	35^{00}	210
25	36-inch Sewer Pipe		Lin. Ft.	106	36^{00}	3816
26	42-inch Sewer Pipe		Lin. Ft.	74 ~~70~~	45^{00}	3330
27	Extra For Pipe Under Pavement		Lin. Ft.	70	10^{00}	700
28	Portland Cement Concrete In Sewers		Cu. Yd.	13	50^{00}	650
29	Concrete Manholes		Each	1	650^{00}	650
30	Concrete Inlets, Type CG-1		Each	13	350^{00}	4550
31	6 inch Drain Pipe		Lin. Ft.	160	5^{50}	880
32	Special Filter Material In Drains		Cu. Yd.	60	15^{00}	900
33	Concrete Walks		Sq. Yd.	1015	8^{00}	8120
34	Concrete Driveways		Sq. Yd.	120 ~~105~~	12^{50}	1500
35	Concrete Curbs		Cu. Yd.	140	85^{00}	11,900
36	Extra For Asphalt Approaches		Each	7	100^{00}	700
37	Roadside Seeding And Mulching		Acre	1	1000	1000
						~~179304~~
	SIGNING					$181,054^{5}$
38	Removal Of Existing Sign Installations		Lump Sum	All Spec.		500
39	Wood Sign Posts		Lump Sum	All Req'd		2160
40	Type "C" and "D" Signs In Place		Sq. Ft.	185	8 -	1480
41	Type "E,F" Signs In Place		Sq. Ft.	7	10 -	70
42	Type "U" Signs In Place		Sq. Ft.	45	12	540
43	Move Existing Signs		Lump Sum	All Spec.		450
				Subtotal		5200
						~~[illegible]~~

[illegible]

8-3-7

15

PRO 6-2

April 14, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No M-5020(2)
Washington County

We are submitting program data for one project, Item No. 74, Project No. M-5020(2), "Thatcher Road-23rd Avenue (Forest Grove) Section", which we desire to have included in the Federal-aid Urban System Highway Program.

This project was originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

It is our present intention to receive bids for this project on May 27, 1976.

JLG:md

Enclosure

cc: E. L. Hardt (Region 1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 14, 1976

CARD 2	REPORT NUMBER 1 (16) (20)	PROJECT LOCATION (45 typewriter spaces) City St., Thatcher Rd. to 23rd (Forest Grove) 21 65	**ADT**	PRESENT 3,500	FUTURE 8,000 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Grade, Drain, High-type Pav't. 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 5020

CARD 4	CLASS OF FEDERAL FUNDS Urban System		COUNTY NAME Washington			COD 067 (14)
	NAME OF URBAN AREA 17-31 Forest Grove	ROUTE NO. U	FEDERAL-AID 5020 (32)	STATE City St. (36)	U.S. (37) ---	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	WORK: STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) TOPICS (Safety) 6203		"Thatcher Road-23rd Avenue (Forest Grove) Section"	0.46	206,000	161,000	22,500	22,500 (City)

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	0.46	206,000	161,000	22,500	22,500 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS Additional Data: Item No. 44, P	

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

April 14, 1976

S (typewriter spaces) cher Rd. to 23rd (Forest Grove)	**ADT**	PRESENT 3,500	FUTURE 8,000	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 74

t.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 5020	SEQ. NO. (2)	I Projects Only POST MI. / DESIG.

COUNTY NAME Washington	CODE 067	PROGRAM STAGE ☐ 1 OR ☒ 2	
ROUTE NO. U	FEDERAL-AID 5020	STATE City St.	U.S. ---

ESTIMATED PROJECT COST BY PHASES

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
"Thatcher Road-23rd Avenue (Forest Grove) Section"	0.46	206,000	161,000	22,500	22,500 (City)	ROW - 60' min.; Access control-none; Parking restrictions-complete. Utility adj. required.
JLG PROJECT TOTALS	0.46	206,000	161,000	22,500	22,500 (City)	

REMARKS
Additional Data: Item No. 44, Project No. M-5020(1).

-Over-

THATCHER ROAD-23rd AVENUE (FOREST GROVE) SECTION

PROJECT NO. M-5020(2)

Project Data:

The work consists of grade, drain and high-type pave a 44-foot curbed section to provide two 12-foot travel lanes with 3-foot shy distance adjacent to the curbs and a 14-foot continuous left turn median lane. Construct a 5-foot concrete walk on the easterly side. Install necessary signing and illumination.

FHPM 7-7-2 Requirements:

Nonmajor action project concurred in by FHWA on September 16, 1975.

8316

Forest Grove

Versteeg
Olson
Christensen
Scott
Swenson
Andersen
Trout

RECEIVED
MAR 26 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

March 26, 1976

Mr. John Burdett
Engineering Department
P. O. Box 326
Forest Grove, Oregon 97116

Attention: Don Schut

Gentlemen:

Re: Thatcher Road-23rd St.
(Forest Grove) Section
FAUS 5020
Gàles Cr. Rd. & "E" Street
Washington County

Enclosed is a print of the hardcopy for the Thatcher Road-23rd Avenue on Gales Creek Road. We would like to have necessary easements plotted on the hardcopy and returned so that we may include them on the plans. As this project is scheduled for the May 27, 1976, letting we need the information by April 1, 1976, or sooner.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

DOC:jh
CC: E. L. Hardt
Lyle Watson

FAUS

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97202

DATE March 17, 1976

TO
Richard Unrein
Rural Engineer
County-City Unit
State Highway Building
Salem

FROM
Kenneth Rolfe
Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT
R/W Certification
City of Forest Grove
Thatcher Road-23rd Avenue
Section of Gales Way & "E" Street

Attached is the right of way certification from the City of Forest Grove on subject project.

Please note in the transmittal letter from Don Schut they have letter agreements from five property owners. I have asked Don about the other two property owners. He has assured me an easement won't be required from them. He has discussed this with Lyle Watson in Design. If an L retaining wall is put in, they won't have to get on the private property. On this basis they won't need easements from the Dunn and Carter properties.

KR:kf

cc Lyle Watson
John Oakes
Jon Rose
Don Schut

PROJECT MANAGEMENT
MAR 18 '76
REFER TO
FOR
Action | File | Letter | See Me

RECEIVED
COUNTY & CITY SECTION
MAR 19 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room [illegible]03
Salem, Oregon 97310

RECEIVED
COUNTY CITY SECTION
MAR 19 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Attention: County-City Unit

Subject: Federal Aid Project No. M-5020 (1)
Project Name Thatcher Road - 23rd Avenue
(Forest Grove) Section of Gales Way and "E" Street

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the city in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Forest Grove, Oregon, this 15th day of March, 1976

City of Forest Grove

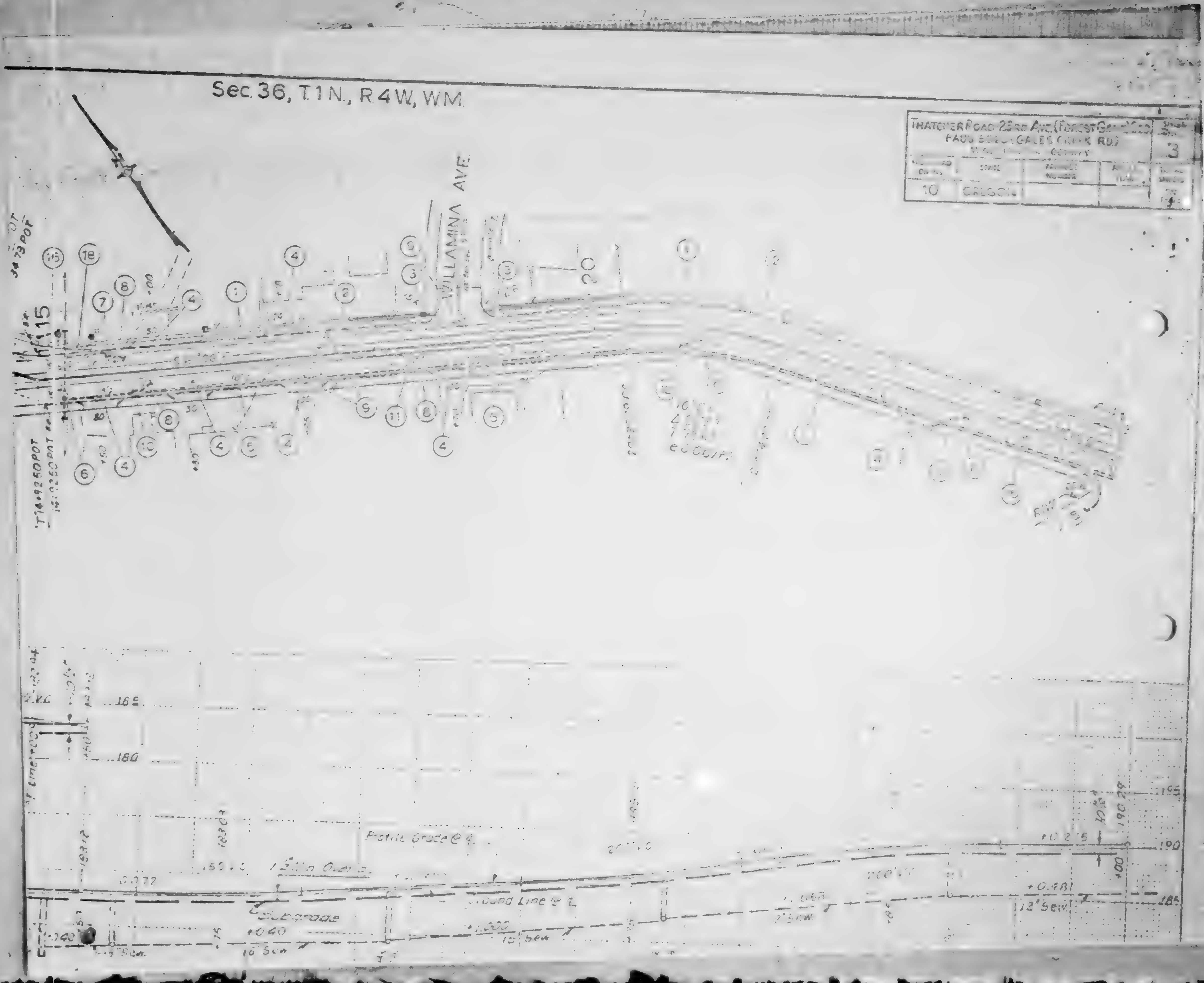
Mayor

City Recorder

3-22-76
COPIES TO: J.R. OAKES
D.E. SWAN
C.J. KEASEY
J. CHIDSEY

Instructions: Complete A or B and C.
R/W File No.__________

Rev. 1/76


Sec. 36, T.1N., R.4W., W.M.
THATCHER ROAD-23RD AVE. (FOREST GR
FAUS (GALES CREEK RD.)
COUNTY
STATE
10
OREGON
3
WILLAMINA AVE
115
T14+92.50 POT
14+92.50 POT
34+73 POT
165
160
183.64
183.72
Profile Grade @ ℄
Ground Line @ ℄
Subgrade
+0.40
16" Sew.
15" Sew.
12" Sew.
+0.481
+0.215
190
185
195
190.29
+00
0.072

City of Forest Grove

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

February 27, 1976

Leslie M. Lee
1305 Spring Garden Way
Forest Grove, Oregon 97116

Map No. IN 4 36 AC, Tax Lot 4600

Dear Mr. Lee:

When highway construction requires the City of Forest Grove or its contractors to enter onto private property to do work as part of a project, the property owner must give their consent before the City can do this. Under Title III of Public Law 91-646, Uniform Real Property Acquisition Policy, it is necessary for us to advise a property owner he is entitled to just compensation for the property to be acquired. Should you desire to receive compensation, we will have the property appraised and make you a monetary offer based on the appraisal. This includes not only purchase of property, but construction permits, easements, etc. However, the Law also provides that an owner may donate the necessary property right if he wishes to do so.

In order to improve Gales Way it will be necessary to acquire a slope easement along your property (as indicated on attached sketch). The City agrees to grade your lot within the easement to match the new construction.

If you are willing to acknowledge that you understand these requirements and are willing to provide the City with a slope easement for $1.00, the time and expense of the appraisal could be avoided.

Please acknowledge this letter below and return to our office as soon as possible.

Sincerely,
Donald E. Schut
CITY OF FOREST GROVE

Acknowledgement Everett Lee . Dated 3/8/76

City of Forest Grove
1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

February 27, 1976

Charles C. and Mary C. Warren
1439 Rose Arden Drive
Forest Grove, Oregon 97116

Map No. IN 4 36 DB, Tax Lot 700

Dear Mr. and Mrs. Warren:

When highway construction requires the City of Forest Grove or its contractors to enter onto private property to do work as part of a project, the property owners must give their consent before the City can do this. Under Title III of Public Law 91-646, Uniform Real Property Acquisition Policy, it is necessary for us to advise a property owner he is entitled to just compensation for the property to be acquired. Should you desire to receive compensation, we will have the property appraised and make you a monetary offer based on the appraisal. This includes not only purchase of property, but construction permits, easements, etc. However, the Law also provides that an owner may donate the necessary property right if he wishes to do so.

In order to improve Gales Way and the intersection of Rose Arden Drive it will be necessary to acquire a slope easement at the South East corner of your property. The City agrees to grade the area within the easement to match the new construction.

If you are willing to acknowledge that you understand these requirements and are willing to provide the City with a slope easement for $1.00, the time and expense of the appraisal could be avoided.

Please acknowledge this letter below and return to our office as soon as possible.

Sincerely,

Donald E. Schut
CITY OF FOREST GROVE

Acknowledgement Charles C Warren Dated 3. 5. 76

City of Forest Grove

1924 COUNCIL STREET
P O Box 326
FOREST GROVE, OREGON 97116

February 25, 1976

Dave R. and Fleur A. Blase
3115 Gales Creek Highway
Forest Grove, OR 97116

Map # 1N 4 36 AB Tax Lot 2300

Dear Mr. and Mrs. Blase:

When Highway construction requires the City of Forest Grove or its contractors to enter onto private property to do work as part of a project, the property owner must give their consent before the City can do this. Under Title III of Public Law 91-646, Uniform Real Property Acquisition Policy, it is necessary for us to advise a property owner he is entitled to just compensation for the property to be acquired. Should you desire to receive compensation, we will have the property appraised and make you a monetary offer based on the appraisal. This includes not only purchase of property, but construction permits, easements, etc.; however, the law also provides that an owner may donate the necessary property right if he wishes to do so.

In order to widen Gales Way and provide left turn hide-outs at Willamina Avenue, it will be necessary to acquire a five foot wide easement along your property. The City agrees to reconnect your driveway and replace the fence in the easement area that is disturbed during construction and cover the slope with a 3" layer of bark mulch.

If you are willing to acknowledge that you understand these requirements and are willing to provide the City with a slope easement for $1.00, the time and expense of the appraisal could be avoided.

Please acknowledge this letter below and return to our office as soon as possible.

Sincerely,
Donald E. Schut
CITY OF FOREST GROVE

Acknowledgement ______________ Dated 10 Mar 76

City of Forest Grove

1924 COUNCIL STREET
P O Box 326
FOREST GROVE, OREGON 97116

February 27, 1976

L. J. and Julia M. Heesacker
1431 Spring Garden Way
Forest Grove, OR 97116

Map No. IN 4 36 DB, Tax Lot 100

Dear Mr. and Mrs. Heesacker:

When highway construction requires the City of Forest Grove or its contractors to enter onto private property to do work as part of a project, the property owner must give their consent before the City can do this. Under Title III of Public Law 91-646, Uniform Real Property Acquisition Policy, it is necessary for us to advise a property owner he is entitled to just compensation for the property to be acquired. Should you desire to receive compensation, we will have the property appraised and make you a monetary offer based on the appraisal. This includes not only purchase of property, but construction permits, easements, etc. However, the Law also provides that an owner may donate the necessary property right if he wishes to do so.

In order to improve Gales Way and the intersection of Spring Garden Way it will be necessary to acquire a slope easement at the South East corner of your property. The City agrees to relocate the landscaping and grade the area within the easement to match the new construction.

If you are willing to acknowledge that you understand these requirements and are willing to provide the City with a slope easement for $1.00, the time and expense of the appraisal could be avoided.

Please acknowledge this letter below and return to our office as soon as possible.

Sincerely,
Donald E. Schut
CITY OF FOREST GROVE

Acknowledgement Julia M. Heesacker Dated March 9 1976

City of Forest Grove

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

February 27, 1976

Developers and Investors, Inc.
P. O. Box 625
Forest Grove, Oregon 97116

Map No. IN 4 36 AC, Tax Lot 4500

Dear Sirs:

When highway construction requires the City of Forest Grove or its contractors to enter onto private property to do work as part of a project, the property owner must give their consent before the City can do this. Under Title III of Public Law 91-646, Uniform Real Property Acquisition Policy, it is necessary for us to advise a property owner he is entitled to just compensation for the property to be acquired. Should you desire to receive compensation, we will have the property appraised and make you a monetary offer based on the appraisal. This includes not only purchase of property, but construction permits, easements, etc. However, the Law also provides that an owner may donate the necessary property right if he wishes to do so.

In order to improve Gales Way it will be necessary to acquire a slope easement along your property. Sidewalks and curbs along Gales Way and curb returns for the proposed Sill's Plat #12 will be included in this project at no cost to you.

If you are willing to acknowledge that you understand these requirements and are willing to provide the City with a slope easement for $1.00, the time and expense of the appraisal could be avoided.

Please acknowledge this letter below and return to our office as soon as possible.

Sincerely,
Donald E. Schut
CITY OF FOREST GROVE

Acknowledgement H. M. Nacl
Pres. D & I. Inc
Dated 11 Mar 76

2-25-76

STATE

STATE HIG

PLANS FOR

2A-2 Details
2A-3

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Details Profiles & Summary
2B	Temporary Protection & Direction of Traffic
2C	Pipe Data
2D	Signing
3,4	Plan & Profile

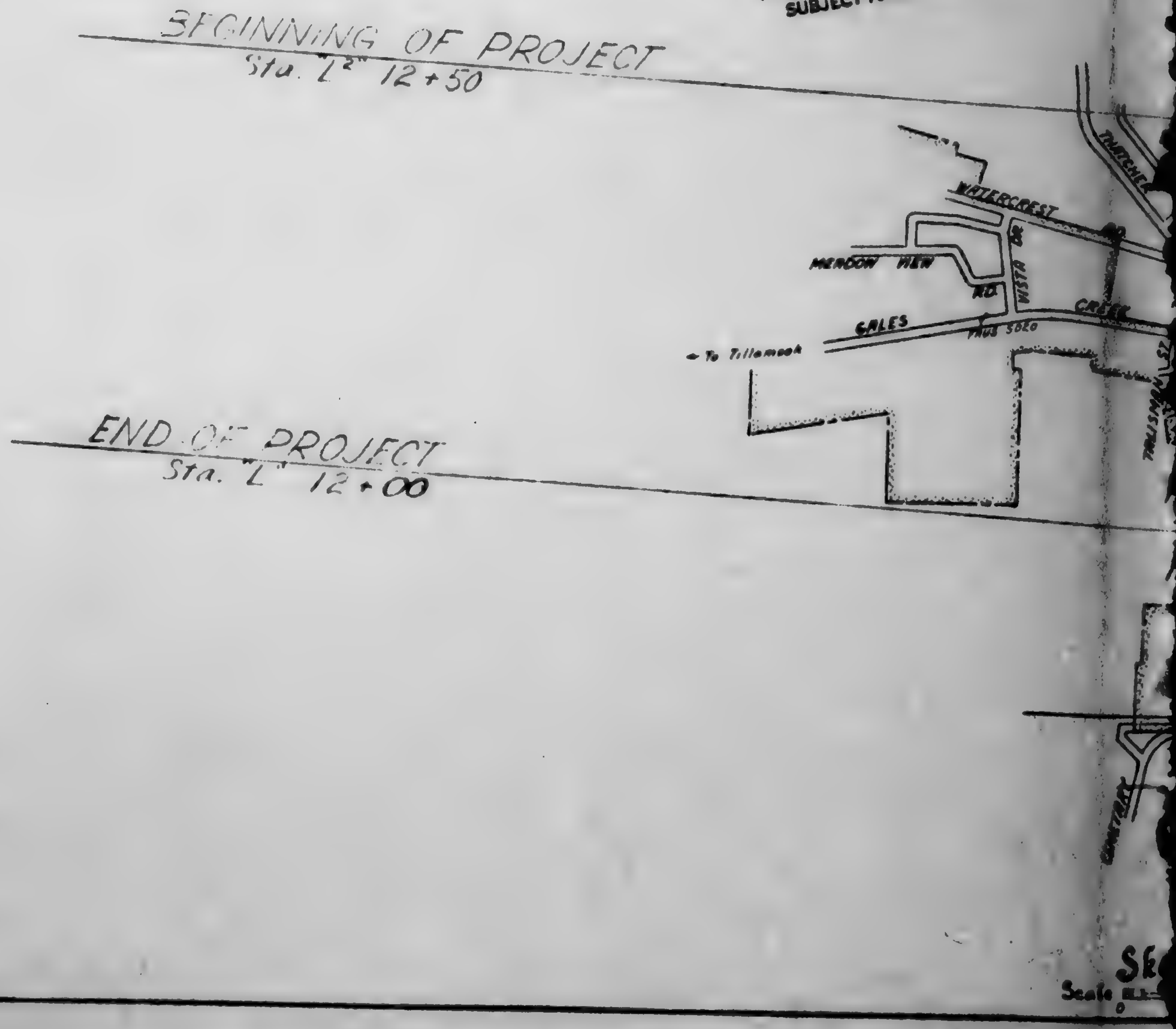
2-25-76

THATCHER ROAD ~ 23

FAUS 5020

WASHIN

PRELIMINARY COPY
SUBJECT TO CHANGE


BEGINNING OF PROJECT
Sta. "L²" 12+50
END OF PROJECT
Sta. "L" 12+00
THATCHER
WATERCREST RD
MEADOW VIEW RD
VISTA DR
GALES CREEK
FAUS 5020
← To Tillamook
TALISMAN ST

SK

Scale

THATCHER ROAD-23RD AV		
FAUS 5020(GALES		
WASHINGTON		
FED ROAD Div. No	STATE	
10	OREGON	

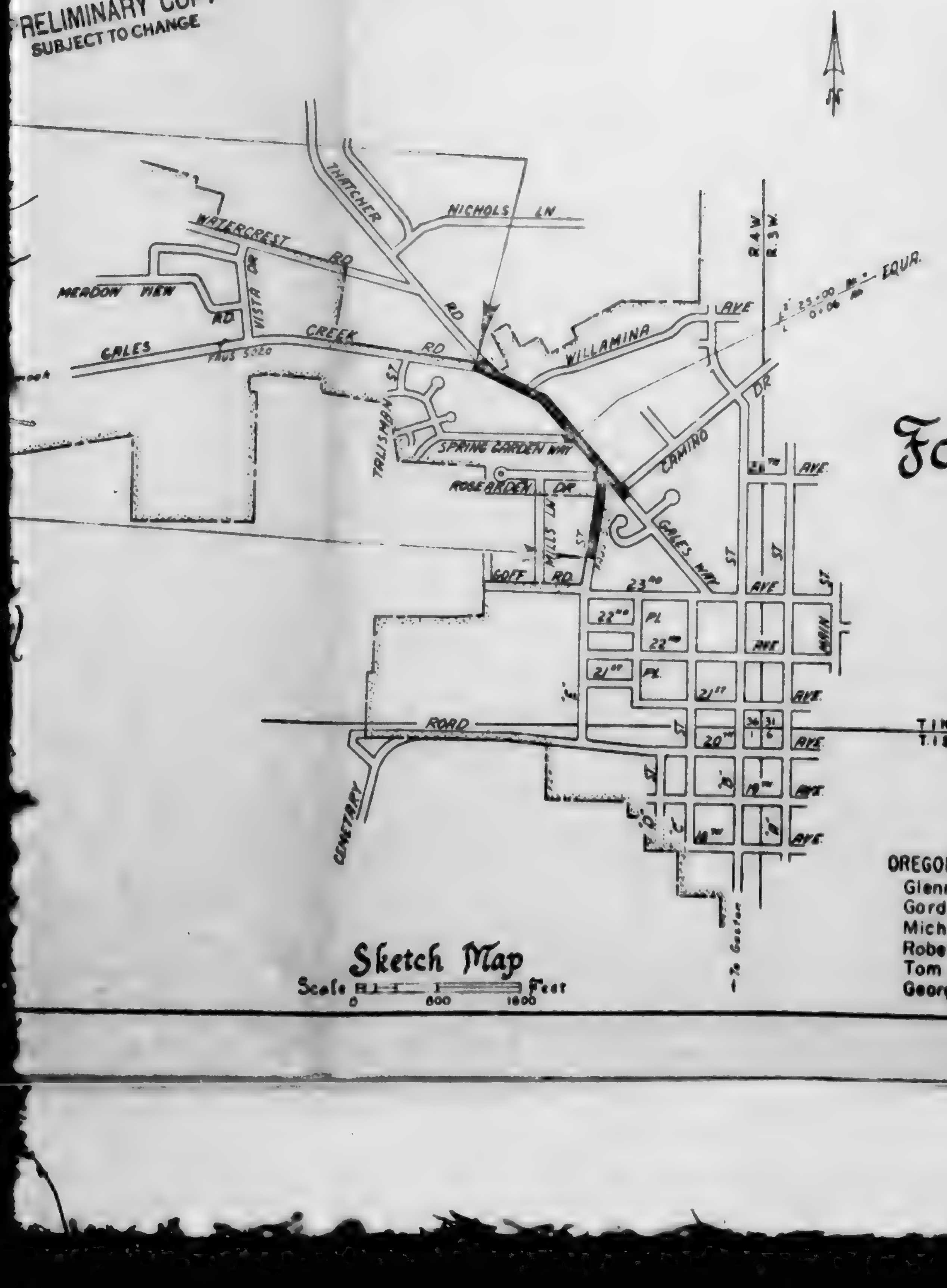
STATE OF OREGON
STATE HIGHWAY DIVISION
PLANS FOR PROPOSED PROJECT

ROAD ~ 23RD AVE.(FOREST GROVE)SEC
FAUS 5020 (GALES CREEK RD.)
WASHINGTON COUNTY

Astoria
Seaside
30
Tillamook
Portland
Hood River
Salem
Albany
Waldport
Florence
Eugene
Reedsport
North Bend
Coos Bay
Coquille
Roseburg
Grants Pass
Gold Beach
Medford
Ashland
O R E

PRELIMINARY COPY
SUBJECT TO CHANGE

PRELIMINARY COPY
FEB 1 2 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT



THATCHER
NICHOLS LN
WATERCREST RD
MEADOW VIEW RD
VISTA
GALES CREEK RD
FAUS 5020
WILLAMINA AVE
R4W
R3W
EQUA.
TALISMAN ST
SPRING GARDEN WAY
CAMINO DR
ROSEARDEN DR
26TH AVE
MILLS LN
GALES WAY
ST
GOFF RD
23RD AVE
22ND PL
22ND AVE
MAIN ST
21ST PL
21ST AVE
ROAD
36 31
1 6
T1N
T1S
20TH AVE
19TH AVE
CEMETARY
18TH AVE
To Gaston

Sketch Map
Scale 0 800 1600 Feet

Forest Grove

APPROVED
CITY OF Forest
BY MAYOR El
BY RECORDER
DATE 2/25/7

RECEIVED
COUNTY & CITY SECTION
MAY 25 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

FRED B. KLABOE
OREGON

Fred B Klaboe

E. S. Hunter

OREGON TRANSPORTATION COMMISSION
Glenn L. Jackson CHAIRMAN
Gordon Coleman COMMISSIONER
Michael P. Hollern COMMISSIONER
Robert L. Mitchell COMMISSIONER
Tom Walsh COMMISSIONER
George M. Baldwin DIRECTOR OF TRANSPORTATION

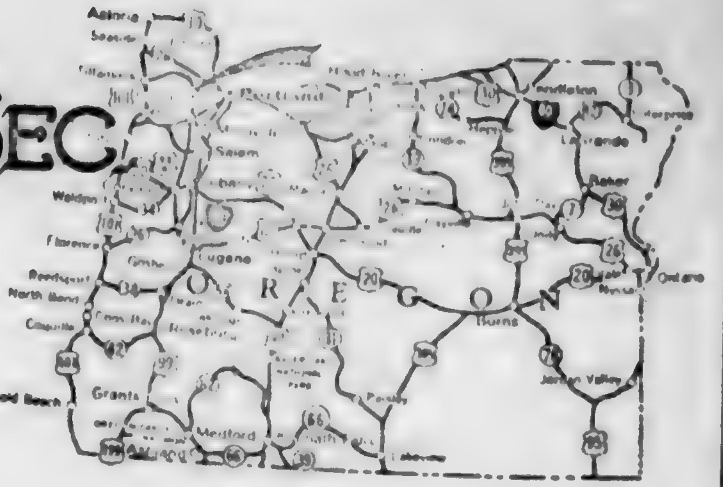
DEPARTMENT
FEDERAL HIGH
APPROVED:

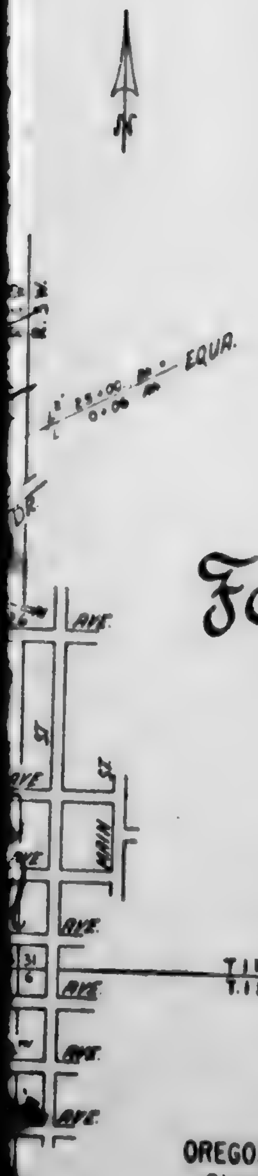
THATCHER ROAD-23^RD AVE.(FOREST GROVE)SEC. FAUS 5020(GALES CREEK RD.) WASHINGTON COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

SION

EST GROVE)SEC

D)





Forest Grove

PRELIMINARY COPY
FEB 1 2 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT

APPROVED
CITY OF Forest Grove
BY MAYOR Eldon H Cain
BY RECORDER
DATE 2/25/76

RECEIVED
COUNTY & CITY SECTION
MAY 25 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

FRED B. KLABOE

EDGAR S. HUNTER

Fred B Klaboe	ADMINISTRATOR AND HIGHWAY ENGINEER
E. S. Hunter	DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
George M. Baldwin	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

#376

City Forest Grove

January 16, 1976

Mr. John Burdett
City Engineer
City of Forest Grove
Forest Grove, Oregon 97116

Dear Mr. Burdett:

Enclosed is a print of the hardcopy for the Thatcher Road-23rd Avenue on Gales Creek Road with the plotted slopes. Also included is a listing showing the distances to the toes of the slopes as measured from the centerline. Please obtain the necessary slope easements or right-of-way as required.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Frank E. Terpin
Final Design Engineer

LKW:jh
cc: E. L. Hardt (w/slope listing)

Form E-49

OREGON STATE HIGHWAY
DEPARTMENT

TABULATION SHEET

SHEET .... OF .... SHEETS

Thatcher Rd. - 23rd Ave.

[illegible]

Sta.	Lt	Rt	Sta	Lt	Rt	Sta	Lt	Rt
13+00		7'	0+50	[illegible] F	25F			
+50		23' C	1+00	30F	27F			
14	[illegible] F	33 F	+50	29F	35F			
+50		[illegible]	2+00	28F	28F			
15+00 +18	[illegible] F 41'	[illegible] 41'	+50	36F	30F			
+50	34 F	[illegible]	3+00	See Sales [illegible]	28F			
16	[illegible]	24 F	+50		35F			
+50	33 F	[illegible]	4+00 4+10		33F 40F			
17	32 F	26 F	+50		27F (in [illegible] Ardra Cr.)			
+50	29 F	26 F	5+00	(in [illegible])	45F	Gates way		
18	32F	26F	+50	32F	30F	3+00	26F	See "L" Line
+50	32F	26 F	6+00	33F	29F	+50	26F	
19	37F	25F	+50	39F	29F	4+00	27F	
+50	37F	25F	7+00	41F	27F	+50	26F	
20	36F	25F	+50	40F	25F	5+00	25F	
+50	39F	24F	8+00	39F	26F	+50	28F	24F
21	37F	27F	+50	36F	33C	6+00	30F	22F
+50	37F	31F	9+00	36F	28C	+50	28F	25F
22	36F	30F	+50	26F	27C	7+00	Street [illegible]	26F
+50	36F	27F	10+00	24F	24F			
23	36F	23F	+50	23F	22F			
+50	36F	26F	11+00	20F	21F			
24	38F	27F	+50	25C	19F			
+50	38F	26F	12+00					
25+00	39F	27F						
26+00								

8376

Cty-Forest Grove

Salem, Oregon
December,29, 1975

F. E. Terpin
Final Design Engineer

ORIGINAL SIGNED BY FRANK E. TERPIN
FINAL DESIGN ENGINEER

Ed Hardt
Region I Engineer

Thatcher Road-23rd St. (Forest Grove)
FAUS 5020, Gales Cr. Rd.
Washington County

Klein & Stukkey, Consulting Engineers, have developed a master drainage plan in the area of the subject project. The following information will be required:

1. Has this plan been developed according to zoning or the comprehensive plan?
2. Storm sewer designs are to be based on land development 20 years hence. Does this plan reflect that development?
3. Please obtain copies of the computations of the drainage areas which are within the limits of the project.
4. What are the runoff coefficients of the drainage areas of this plan?
5. Reason for reversing the natural drainage between Spring Garden Way and the Rose Arden Drive.
6. Should portions of the drainage plan within the present project, be incorporated at this time?

LKW:az
cc: Richard Lenz
L.K. Watson

RECEIVED
DEC 29 1975
ROAD
DESIGN
SECTION

Versteeg
A. Olson
Terpin
Scott
Swensen
R. Olson
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FAUS
Don Harwell

FORM E-30X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202

DATE December 23, 1975

TO

MEMO TO THE FILE

FROM

Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT

Gales Way & "E" Street Section
City Street - Forest Grove
Washington County

RECEIVED
COUNTY & CITY SECTION
DEC 26 1975
☐ ENGR. ☐ CGOR. ☑ GE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Henry Brindley and I met with Don Scutt and John Burdett, Forest Grove City Engineer, to discuss subject project.

We went over the preliminary location detail map prepared by Jim Cochell. I pointed out to them it would be necessary to have something from each property owner giving the City permission to enter onto these properties to do the necessary slope work. I suggested that they give the owners the opportunity to donate the slope easement to the City in exchange for the City putting the slope areas back to a before condition.

It appears that all sidewalks will be within the existing R/W line. I told them that on these properties on which the sidewalk would overlap the property line, they should get a permanent sidewalk easement from the owner. They didn't think this would be necessary because they will make sure the sidewalk will not go over the R/W line. Since they are planning on getting permission from the owner on a donation basis, there will be no need for appraisals, etc. Therefore, we will not draw up an agreement with them.

Don Scutt wants to be notified as soon as possible when the design has been approved, so that they can begin making the necessary owner contacts.

Vern H

KR:kf

cc J. Oakes
D. Harwell
J. Rose
J.H. Versteeg

837.6

OREGON STATE HIGHWAY DIVISION
Location Section

Section: 23rd Ave.-Thatcher Road Jct. (Forest Grove)

Highway: FAUS 5020

County: Washington

Prefix: 34-1998

Res. Engr: W. Scofield

Date 17 December 75

Traffic Coefficient 7.7

18 kip s.a. per day 46.4

R value 6

Frost Penetration

CBE Total Requirement 25.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Application)	4.0
1.5"	A.C.W.S. (Mod. Cl. C)(Immediate)	3.0
9.0"	A.C. Base (Cl. C)	18.0
12.5"		25.0

NOTED
E. S. HUNTER

Existing Roadway
(20' + Width)

2.0"	A.C. (Final Application)
1.5"	A.C. (Immediate) Mod. Cl. C.

The distortion of the existing roadway is such that an extra allowance of A.C. (2.5" of Cl. C) will be required to restore the true crown and grade.

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

RECEIVED
STATE HWY ENG
DEC 24 '75
REFER TO
FOR
Info | Inves | R/D | [illegible] | [illegible] | [illegible] | File

OREGON STATE HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

MANAGEMENT SECTION
ACTION | INFO
DEC 22 1975

December 18, 1975

RECEIVED
COUNTY & CITY SECTION
DEC 23 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

Mr. John Burdett
City Engineer
City of Forest Grove
Forest Grove, OR 97116

Dear Mr. Burdett:

Confirming our telephone conversation of the other day regarding the funding status of Forest Grove's two urban projects, Thatcher Road-23rd Street and Willamina Avenue-Main Street, this is the current cost estimate:

Thatcher Road-23rd Street		
Preliminary Engineering		6,000
Construction Cost	159,000	
Construction Engineering and Contingencies (20%)	31,000	190,000
Willamina-Main Street		
Preliminary Engineering		6,000
		$202,000
Urban funds currently available including 22% City and State match		165,750
	Deficit	$ 36,250

Congress has not yet acted on the next Highway bill but assuming that the current program is extended, on July 1, 1976 Forest Grove will have available an additional $57,000, which includes the 22% match.

With the deficit of $36,250 as shown for the currently approved projects, it is my suggestion that the preliminary engineering work on the Willamina-Main Street project not be started until the construction funding for the project is in sight. I would suggest that we wait until the bids are opened on the Thatcher Road-23rd Street project, currently scheduled for April 29, in order to determine the actual construction cost. At that time we should have a new Highway bill and the status of future urban funds should be known. If we were to go ahead with PE on the Willamina-

Form 61-734-3122

Main Street project now, it is possible that the project could not be funded until July of 1977. Since we have planned a hearing for that project, I believe it would be in the citizens best interest to delay the hearing until the project is a little closer at hand.

Regarding your concern for the future of the Thatcher Road-23rd Street project, in the unlikely event that future funds are not available to completely finance its construction, I am told that this would in no way endanger the Federal and State participation in the cost of preliminary engineering. If urban funds were not available for construction, the project would merely be shelved until funding was available.

I would appreciate your advice on how you wish to proceed with the preliminary engineering on the Willamina-Main Street project.

Sincerely,

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Regional Engineer

ELH/cr
bc L. W. Rulien
Gary Potter
Jim Cochell

F AUS
Forest Grove

NARRATIVE REPORT

23rd. Ave. - Thatcher Road Jct.
Gales Creek Road
Washington County

Purpose of Survey

To prepare plans and cost estimate to improve a portion of Gales Creek Road, providing for left turn movement at intersecting streets within the project and overlaying the existing roadway.

The initial limits of the project began at the Thatcher Road Jct. (northerly terminus) to 23rd Avenue (southerly terminus). Due to the estimated cost, the city engineer of Forest Grove suggested we shorten the project to a point 500' northerly of 23rd Avenue which would reduce the the length of project to 0.4 miles.

Alignment

A centerline was established, with sta. "L2" 15+00 being approximately at the Thatcher Road Jct. then continuing southerly to an equation "L2" 25+00 = "L" 0+00 and continuing to 23rd Avenue.

Typical Section

From Thatcher Road Jct. to a point 300' southerly of Rose Arden Drive a 44-ft curb to curb section was used, consisting of a 12-ft median to allow for left turn movement and one 12-ft travel lane in either direction with 4-ft shy distances. A 5-ft concrete sidewalk would be constructed on the easterly side of roadway from Thatcher Road Jct. to Rose Arden Dr. From Willamina Avenue to Rose Arden Drive the sidewalk would be constructed with a 2.5' dirt strip between the back of curb and face of walk. This would cause the least disruption to the existing power poles which are the main lines between the substation and the city of Forest Grove. Gales Way would be a 36-ft curb to curb section.

Earthwork

Grading will be required on either side of existing roadway. The project will require approximately 1200 cu. yds. of borrow material.

Drainage

A storm drainage system would replace open ditches in curbed sections. An existing 36" CMP which crosses under the existing roadway would be replaced with a longer length and at a lower elevation to meet the grade of the long range drainage plan. A 30" stub would be installed in proposed manhole at Rose Arden Drive for connection to future drainage.

RECEIVED
COUNTY & CITY SECTION
DEC 10 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ OPE ☒ CE ☐ RE ☐ RPE ☐

Right Of Way

Slope easements would be required in several locations.

Utilities

1. Northwest Natural Gas Co.
   Their lines are located from Thatcher Road Jct. to Rose Arden Drive and along Gales Way. Service connections could be in conflict.

2. General Telephone Co.
   They have poles with aerial cables on the westerly side from Thatcher Road Jct. to Rose Arden Drive which will be in conflict.

3. City of Forest Grove Sanitary Sewer
   They have various size lines located throughout the project. It is anticipated that none of these should be in conflict. Adjustment of manholes would be required.

4. City of Forest Grove P.U.D.
   Their lines are located throughout the project. They have a pole at Spring Garden Way and Rose Arden Drive which will be in conflict with curb radius. Also a pole opposite Spring Garden Way connection which would require moving back approximately one foot so as to get it out of curb line.

5. City of Forest Grove Water
   Their water lines are located throughout the project. Service connections and valves could be in conflict.

Material Sources

Commercial sources are available in the Portland and surrounding area. Borrow embankment material would be required.

Specifications

Standard specifications shall apply for this project, with the exception of the 1" - 0 shoulder aggregate which could be a substandard specification.

The total estimated cost of this project including 20% for engineering and contingencies will be $190,000.00.

Form E-49

TABULATION SHEET

OREGON STATE HIGHWAY DIVISION

SHEET 1 OF 2 SHEETS

23rd - Thatcher Rd. Jct.
Gales Creek Rd.
Washington County

Prefix: 534-1906
Dec. 1975

Summary & Cost Estimate

Item	Unit	Net Quantity	Unit Price	Amount
Mobilization	All	All	Lump Sum	10,000^{00}
Temp. Prot. & Direction of Traffic	All	All	Lump Sum	1,500^{00}
Temporary Signs	Sq. Ft.	212	9^{50}	2,014^{00}
Flagman	Hr.	450	14^{50}	6,525^{00}
Clearing & Grubbing	All	All	Lump Sum	1,500^{00}
Removal of Strs. & Obstrs.	All	All	Lump Sum	500^{00}
Embankment in Place	C.Y.	1870	3^{00}	5,610^{00}
Finishing Roadbed & Slopes	All	All	Lump Sum	1,000^{00}
Trench Excavation	C.Y.	590	8^{00}	4,720^{00}
Watering	M. Gal	30	10^{00}	300^{00}
1"-0 Shoulder Aggregate	C.Y.	100	8^{00}	800^{00}
Class "B" Asph. Conc. Base Mixture	Ton	2,920	12^{00}	35,040^{00}
Asph. Cement in Class "B" Mixture	Ton	190	75^{00}	14,250^{00}
Class "C" Asph. Conc. Leveling Course	Ton	520	12^{00}	6,240^{00}
Modified Class "C" Asph. Conc. Mixture	Ton	940	12^{50}	11,750^{00}
Asph. Cement in Class "C" & Mod. "C" Mixture	Ton	95	75^{00}	7125^{00}
Asph. in Tack Coat	Ton	1	150^{00}	150^{00}
12" Sewer Pipe	Lin. Ft.	822	9^{00}	7,398^{00}
15" Sewer Pipe	Lin. Ft.	530	11^{75}	6,228^{00}
18" Sewer Pipe	Lin. Ft.	96	16^{00}	1,536^{00}
30" Sewer Pipe	Lin. Ft.	6	35^{00}	210^{00}
27" x 43" CMP Arch Pipe	Lin. Ft.	106	25^{00}	2,650^{00}
36" C.M.P	Lin. Ft.	60	25^{00}	1,500^{00}
Extra For Pipe Under Pvm't	Lin. Ft.	125	10^{00}	1,250^{00}
Concrete Inlets, Type G-1	Only	12	400^{00}	4,800^{00}
Concrete Manhole	Only	1	700^{00}	700^{00}

Form E-49

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET 2 OF 2 SHEETS

Summary of Cost Estimate

Item				Unit	Net Quantity	Unit Price	Amount
Concrete Curb, Type "C"				Cu. Yd.	125	95.00	11,875.00
P.C. Concrete Walk - 4" Thick				Sq. Yd.	977	10.50	10,259.00
P.C. Concrete Drops				Sq. Yd.	42	12.50	525.00
Extra For Asph. Conc. Approaches				Only	10	100.00	1,000.00
& Street Connections							$ 158,955.00
				Engr. & Contingencies 20% =			31,045.00
						$	190,000.00

RECEIVED
COUNTY & CITY SECTION
DEC 10 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☒ UE ☐
UPE ☐ CE ☐ RE ☐ RPE ☐

FAUS, Forest Gr.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVA ND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-5020(1)

S TE PROJECT NO.
Thatcher Road - 23rd Ave.
(Forest Grove) Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-44

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem , Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
October 8, 1975

FEDERAL ROUTE NUMBER
FAU-5020

STATE ROUTE NUMBER
City Street

GENERAL LOCATION:
City Street - Gales Way and "E" St. (Forest Grove)

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

RECEIVED
COUNTY & CITY SECTION
OCT 16 1975
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $2,500.00 - federal funds $1,950.00.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of July 29, 1975 approved this project for inclusion in the federal-aid program.

As requested in Mr. Rulien's October 6, 1975 letter you are now authorized to proceed with preliminary engineering necessary for PS&E preparation.

RECEIVED
COUNTY & CITY SECTION
OCT 16 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

DATE
10-8-75

SIGNATURE OF APPROVING OFFICIAL
C R Burghardt for

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

PRO 6-2

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 6, 1975

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project No. M-5020(1)
Thatcher Road-23rd Avenue (Forest Grove) Section

We hereby request authorization to proceed with the preliminary engineering necessary for PS & E preparation on the subject project at an estimated total cost of $2,500 with federal funds of $1,950.

Your letter of July 29, 1975 authorized preliminary engineering up to PS & E preparation and subsequently your letter of September 16, 1975, in regard to the project assessment, concurred that the project constituted a nonmajor action (Category 3).

CL:ljt

FA 115
Forest Grove

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE September 26, 1975

TO Rod Henry
Regional R/W Supervisor

John R Oakes

FROM John R. Oakes
Assistant R/W Engineer

RECEIVED
COUNTY & CITY SECTION
SEP 26 1975
☐ ENGR. ☐ CCOR. ☐ OE ☐ AE ☒ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

SUBJECT Gales Way & "E" Street Section
City Street-Forest Grove
Washington County

An agreement recently signed with the City of Forest Grove included the following provision for Right of Way.

SECTION II
(Right-of-Way)

THINGS TO BE DONE BY STATE

1. State shall submit a program of any project right-of-way acquisition to the Federal Highway for approval. Said program shall include all appraisal expenses, right-of-way and easement costs, relocation payments and services, property transfer charges, and other associated costs required in the acquisition of right-of-way for the project.

2. State shall prepare a separate supplemental project right-of-way acquisition agreement to be entered into by State and City. Said supplemental agreement shall specify the manner in which the right-of-way will be acquired and shall outline the responsibilities of each party.

3. Subject to audit, State shall in the first instance and upon receipt of an itemized statement of such costs, reimburse City for any actual participating costs incurred by City in acquiring right-of-way for the project that are covered by the supplemental agreement.

4. State shall pay for and contribute toward the final total right-of-way costs as provided in paragraph 4 of SECTION V of this agreement.

[illegible]

THINGS TO BE DONE BY CITY

1. City shall, prior to the acquisition of any right-of-way under this section, deposit with State a sum of money as stipulated in paragraph 2 of SECTION V of this agreement.

2. City shall submit to State billings for any right-of-way costs incurred by City under this section for periods of not less than two months' duration based on actual costs to date.

3. City shall pay for and contribute toward the final total right-of-way costs as provided in paragraph 4 of SECTION V of this agreement.

Please contact the appropriate city official so that the State's obligation under this agreement can be suitably carried forward into the proposed direct agreement with the City.

JRO:ha

cc Don Harwell
C. O. Fredrickson

FAUS

REGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE September 26, 1975

TO James Chidsey
Railroad and Utility Engineer

John R Oakes

FROM John R. Oakes
Assistant R/W Engineer

RECEIVED
COUNTY & CITY SECTION
SEP 26 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☒ CE ☐ RE ☐ RPE ☐

SUBJECT Gales Way & "E" Street Section
City Street-Forest Grove
Washington County

An agreement recently signed with the City of Forest Grove included the following provision for Railroad and Utility:

SECTION III
(Utility Relocations)

THINGS TO BE DONE BY STATE

1. State shall submit a program to the Federal Highway Administration for approval of any project utility relocations that are eligible, under Federal Highway Administration Policy and Procedure Memorandum 30-4, for Federal participation.

2. Subject to audit State shall, in the first stance and upon receipt from City of an itemized statement of such expenses, reimburse City for the actual costs incurred by City in relocating or extending any utility conduits, lines, poles, mains, pipes, and such other facilites located within the project which are eligible for Federal participation.

3. State shall pay for and contribute toward the final total eligible Federal reimbursable utility relocations as provided in paragraph 4 of SECTION V of this agreement.

THINGS TO BE DONE BY CITY

1. City shall relocate or cause to be relocated all utility conduits, lines, poles, mains, pipes and such other facilities where such relocation is necessary in order to conform said utility and other facilities with the plans and ultimate requirements of the project. Only those utility relocations which are eligible for Federal participation under PPM 30-4 shall be included in the total project costs and participation; all other utility relocations shall be at the sole cost of City or others.

2. City shall, five weeks prior to the bid opening, furnish State with an estimate, based on the plans for the project furnished by State, of the cost of eligible reimbursable utility relocations, also, City shall

notify State's resident engineer prior to commencing with any utility relocation work so the work can be properly coordinated into the project and receive proper authorization.

3. City shall certify to State, five weeks prior to bid opening, that the occupancy and/or adjustment of existing utilities within the right-of-way of the project have been authorized by permit, franchise, or other approval procedures.

4. Until such time as City has adopted a utility policy acceptable to the Federal Highway Administration, City shall obtain State's concurrence and/or approval of any new utility installations within the rights-of-way of the project, or existing utilities retained within the rights-of-way of the project. Said concurrence shall be obtained from the Region 1 Engineer, 9200 S.E. McLoughlin Blvd., Milwaukie, 97222, telephone 653-3090.

5. City shall, prior to the relocation of eligible reimbursable utilities under this section, deposit with State a sum of money as stipulated in paragraph 2 of SECTION V of this agreement.

6. City shall submit to State billings of eligible reimbursable utility relocation expenses incurred by City under this section for periods of not less than two months' duration based on actual expenses to date. All City records and billings shall conform to PPM 30-4.

7. City shall pay for and contribute toward the final total eligible reimbursable utility relocation expenses as provided in paragraph 4 of SECTION V of this agreement.

Please contact the appropriate city official so that the State's obligation under this agreement can be suitable carried forward into the proposed direct agreement with the City.

JRO:ha

cc Don Harwell
C. O. Fredrickson

83·6 15

September 23, 1975

City of Forest Grove
City Hall
Forest Grove, OR 97116

Attention: Ivan M. Burnett
City Recorder

MISC. CONTRACTS and
AGREEMENTS No 5245

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement on the Thatcher Road-23rd Avenue (Forest Grove) Section of Gales Way and "E" Street.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

2376

FILE: PRO 4-3

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 18, 1975

Thatcher Rd-23rd St
(Forest Grove) Sec.

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Gales Way-"E" St. Channelization and Widening
City of Forest Grove
Washington County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:bz
Attach.

APPROVED
ESH
ON 9-19-75

cc:
- J. B. Boyd (3)
- L. E. George
- W. J. Hart
- C. T. Keasey
- J. H. Versteeg (4)
- Victor D. Wolfe
- G. A. Potter (2)
- Gary Sund
- R. E. Royer
- Soils & Geology - Lab Bldg.
- County/City Unit
- D. E. Swan
- B. L. Gifford
- Region 1, E. L. Hardt
- District 2A, W. W. Geibel

RECEIVED
STATE HWY ENGR
SEP 19 '75
REFER TO
FOR
Info Inves R/D D R Sign Att

RECEIVED
SEP 23 1975
ROAD DESIGN SECTION

A. Olson
Terpin
R. Olson
Trout

Requires Reply
Requires Approval
Keep
File
Return To
Bring Up
Other

Form FHWA 121 (Rev. 5-73)

8376

-45

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 16, 1975

In reply refer to: 1041DA.1

SUBJECT: Oregon Project M-5020(-)
Gales Way-"E" Street Channelization
City of Forest Grove
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's September 3 letter has been reviewed.

We concur with your finding that the proposed project constitutes a NONMAJOR action.

It should be understood that our concurrence is only on the type of action and type of environmental document.

The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Reg 1, Craig)

RECEIVED
STATE HWY ENGR
SEP 17 '75
REFER TO
Rulien
FOR
Info Inves R&D D/R Sign Act File

cy Schneider

ROUTED
G. L. [illegible]

RECEIVED
SEP 18 1975
Office of
Assistant State Highway Engineer

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date August 28, 1975

A. PROJECT IDENTIFICATION

Name of Project Gales Way - "E" Street Channelization and Widening M-5020(-)
(Section)

Location of Project Gales Way - "E" Street (Highway Name) ORE 8 (Highway No., US - ORE)

Forest Grove (City) Washington (County) (Region)

Program F.A.U. (Funding) $110.000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: The primary purpose of this project is to improve pedestrian and auto safety. This will be accomplished by channeling the traffic flow and separating pedestrians by means of a guard rail. Storm drainage facilities will also be improved to alleviate flooding at the Rosearden intersection.

Origin and History: This project was originally approved for construction under the "Topics" program, but was not started due to insufficient funds. Since 1967 17 accidents, including 9 with injuries and 1 fatality, have occurred along this section of highway.

C. DESCRIPTION OF PROJECT

Length Approximately 0.6 miles.

Termini 23rd Avenue to Thatcher Road Junction on Gales Way.

Alignment ☐ New ☒ Existing ☐ Combined Alignment will basically stay the same.

CATEGORY 3 PROJECT
non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Approximately 300 square feet of residential property.

Typical Section 40 foot wide paved section; 2 12 foot travel lanes and 8 foot paved shoulders with an 8 foot bike path/walkway along east side.

Structures None.

Characteristics (ADT) 4500 based on a 2 day traffic count in January, 1975.

Other General Information (or Supplemental information to items)

Shoulder grading has been started and some excess fill from other projects has been used to raise low shoulder grades for the highway.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Some consideration was given to having channelized intersection located at an intersection created by extending Camino Drive west to "E" Street instead of at the existing Rosearden intersection. This alternative would have required a larger amount of right of way than the proposed.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The surrounding property is relatively flat with natural drainage swales along the "E" Street section of the proposed improvement. These drainage swales are being filled by the owners for future development. Storm drainage is very poor throughout this area, primarily being overland. Flooding occurs several times annually across Gales Way near the Rosearden intersection. The surrounding area is being developed for residential use. Vegetation is mainly grasses and annual herbs.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The property adjacent to this project is zoned primarily for residential use. A substantial portion of this property is developed or in some stage of being developed at this time. The air quality and noise conditions should not be altered significantly by this project. City owned power, water, storm and sanitary sewer, and Northwest Natural Gas Company lines exist within the right of way.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

Approximately 300 square feet of additional right of way will be needed at the northwest corner of the intersection of Gales Way and Rosearden Drive for the curb radius.

Consequences:

The property owner is agreeable to this land transfer. There will not be any affect on structures or vegetation.

2. Estimated Changes in Traffic Patterns:

Traffic flow will be improved by channeling the traffic and providing the necessary turn lanes.

Consequences:

Safety will be improved along this section of highway.

3. Estimated Changes in Land Use:

No changes in the land use are expected.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

There will be no change in the natural ecological resources.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

Cultural and scenic resources will not be affected by this project.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

The residents of the northwest part of Forest Grove have been pushing for the improvement at this section of higway for some time. It is not likely that there will be any controversy connected with this project.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

- ☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

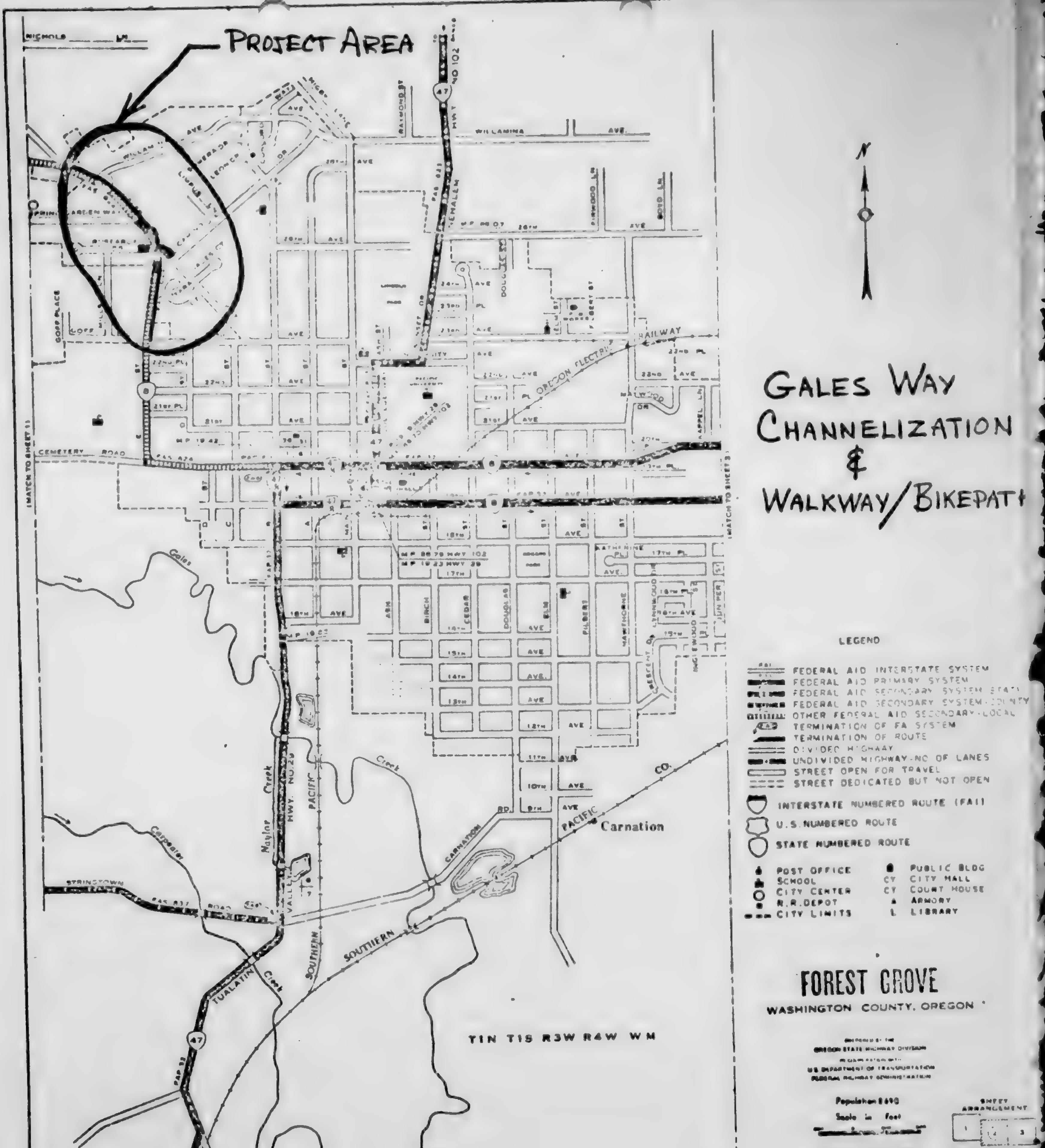
☐ Section 4(f)

☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________


PROJECT AREA
NICHOLS LN
WILLAMINA AVE
HWY NO 102
28TH AVE
26TH AVE
GALES
CEMETERY ROAD
OREGON ELECTRIC RAILWAY
MATCH TO SHEET 1
MATCH TO SHEET 3
ASH
BIRCH
CEDAR
DOUGLAS
ELM
FILBERT
HAWTHORNE
19TH AVE
18TH AVE
17TH PL
15TH AVE
14TH AVE
13TH AVE
12TH AVE
11TH AVE
10TH AVE
9TH AVE
Gales Creek
Naylor Creek
HWY. NO 29
PACIFIC
Carpenter Creek
STRINGTOWN ROAD
CARNATION RD.
PACIFIC CO.
Carnation
SOUTHERN PACIFIC
TUALATIN Creek
T1N T1S R3W R4W W M
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG
CY CITY HALL
CY COURT HOUSE
ARMORY
L LIBRARY
FOREST GROVE
WASHINGTON COUNTY, OREGON
OREGON STATE HIGHWAY DIVISION
US DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Population 8690
Scale in Feet
Revised November 1972
SHEET ARRANGEMENT
1
2
3
SHEET 2 OF 3 SHEETS
N

GALES WAY
CHANNELIZATION
&
WALKWAY/BIKEPATH

FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
September 8, 1975

FILE: PRO 4

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: DICK UNREIN
Urban Engineer

SUBJECT: WILLAMINA-MAIN STREET AND
GALES WAY-"E" STREET PROJECTS
City of Forest Grove

Here are 3 copies each of the two agreements pertaining to the Willamina-Main Street and Gales Way-"E" Street projects in Forest Grove. These have been signed by the proper City officials and are accompanied by copies of the authorizing Council Resolutions.

The City's share of the Preliminary Engineering costs has been estimated at $660.00 for each project and the City has included two separate checks, each in that amount, as its advance deposit.

All these documents and checks are attached and are submitted for your further handling.

JR/lms
Attachment

RECEIVED
COUNTY & CITY SECTION
SEP 9 - 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

STATE OF OREGON)
County of Washington) ss
City of Forest Grove)

I, I. M. Burnett, the duly appointed, qualified and acting City Recorder of the City of Forest Grove, Washington County, Oregon, do hereby certify that I have compared the attached copy of

with the original now on file in my office, of which I am the legal custodian, and the attached copy is a true, correct and complete copy of the whole thereof.

IN WITNESS whereof, I have hereunto set my hand and affixed my seal of the City of Forest Grove this 29th day of Aug 1975.

I M Burnett
I. M. Burnett
City Recorder

SEAL

RESOLUTION NO. 859

RESOLUTION AUTHORIZING EXECUTION OF AGREEMENT WITH STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, FOR URBAN SYSTEM PROJECT.

WHEREAS, The State of Oregon, acting through its Department of Transportation, Highway Division, has tendered to the City an Urban System Project agreement dated July 1, 1975, for the purpose of participating in the widening and improving of Gales Way and "E" Street.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF FOREST GROVE AS FOLLOWS:

That the Mayor and City Manager are hereby authorized to execute the agreement dated July 1, 1975, entitled "Urban System Project Agreement" which relates to the widening and improving of Gales Way and "E" Street.

PRESENTED AND PASSED This 12 th day of August, 1975.

I. M. Burnett, Recorder

APPROVED By the Mayor this 12 th day of August, 1975.

Arthur E. Schauermann
Elden H. Cain, Mayor
"President of the Council in absence of the Mayor"

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
August 22, 1975

FILE: PRO 4
LOC 17

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

SUBJECT: FAUS Projects
City of Forest Grove

TO: GEORGE N. HOPKINS
Program Development Engineer

The City of Forest Grove presently has two projects being processed for FAUS funding; the Gales Way-E Street and the Willamina Avenue-Main Street projects. The City has submitted Project Environmental Assessments which were reviewed by Craig Markham and forwarded to the Environmental Section.

These projects have been processed somewhat out-of-sequence because of funding difficulties and revisions and were approved by the Transportation Commission back in May. The Gales Way job was enlarged and resubmitted recently and the attached information from the City indicates another minor change is wanted. If there is anything further required of the City at this time, please advise.

9/2/75
→ J.H. Versteeg
Please add paving of walkway/bikeway
to contract plans as per City letter of July 30, 1975.

JR/b
att

Barry

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY AUG 27 1975		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

City of Forest Grove

1924 COUNCIL STREET
P.O. Box 326
FOREST GROVE, OREGON 97116

July 30, 1975

OS [✓ RE] RME [✓ RCE] [✓ FAE]
TE RECEIVED RSM
UE AUG 01 1975 RSC
SO REGION I RBI
FM LOC

Jon Rose
Federal Aid Engineer
Oregon State Highway Division
P.O. Box 02157
Portland, OR 97303

Dear Jon:

Enclosed are the completed Project Environmental Assessment forms for the two F.A.U. projects (Willamina Avenue - Main Street Connector and Gales Way - "E" Street Channelization) that have been approved.

We would like to add paving of the walkway/bikeway plan for the Gales Way - "E" Street project as we discussed previously by phone. In our original submittal this was to be a gravelled walkway/bikeway combination. The city bikeway funds obtained from state gas tax revenues will be used to match the federal-aid funds, providing that the cost of the bikeway facility can be separately accounted for.

Sincerely,

CITY OF FOREST GROVE

Donald E. Schut

By: Donald E. Schut
Assistant City Engineer

DES:vp

Enclosures

J.B. Boyd

FORM E-30X

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97202

DATE August 12, 1975

TO MEMO TO THE FILE

FROM Kenneth Rolfe
Regional R/W Supervisor
Milwaukie

SUBJECT Thatcher Road-23rd Avenue (Forest Grove)
Gales Creek Road-"E" Street, FAU 5020
City of Forest Grove

RIGHT OF WAY SECTION
RECEIVED
AUG 13 1975
☐ RE ☐ ARE ☐ ARA ☐ FS ☐ CA ☐ RS
☐ PMS ☐ AS ☐ CE ☐ OS ☐ TA ☐ FAO
☐ RUE ☐ BES ☐ DS ☐ ADM ☐ F ☐

I attempted to call John Burdett, City Engineer for Forest Grove, regarding subject project. John was on vacation, so I talked to Don Scutt.

We discussed in general the requirements of Public Law 91-646. He advised me that the project will require a small triangular parcel off the corner of one lot that belongs to a city employee. The employee had agreed to donate the parcel to the city. I advised Don that this was acceptable as long as the city offers to pay for the property rather than have it donated. I asked him to do this in writing and send me a copy of the letter for our file.

The only other R/W required is a 15' strip from a new development. In the development approval by the city, the developer was required to donate this strip to the city which he had agreed to do. This is a normal exercise of the police power of the city, and would not be considered an acquisition in the legal sense that would require payment under the Uniform Act.

KR:kf

cc J.B. Boyd

RECEIVED
COUNTY & CITY SECTION
AUG 14 1975
☑ ENGR. ☐ COOR. ☐ DE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

U.S. DEPARTMENT OF TRANSPO FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

ERAL AID PROJECT NO.: M-5020(1)

STATE PROJECT NO.: Thatcher Road - 23rd Ave. (Forest Grove) Section

FROM:
G. L. Green, Division Engineer
Salem, Oregon 7-29-75

PROGRAM NO.:

ITEM NO.: M-44

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: July 29, 1975

FEDERAL ROUTE NUMBER: FAU 5020

STATE ROUTE NUMBER: City Street

GENERAL LOCATION:
City Street - Gales Way and "E" Street Forest Grove

GENERAL DESCRIPTION OF WORK:
Urban System - Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER *(Specify)*
Preliminary Engineering up to PS&E preparation.

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS:

My program approval memorandum of July 29, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's July 9, 1975 letter you are authorized to proceed with all phases of preliminary engineering up to PS&E preparation at a total estimated cost of $3,500.00 - federal funds $2,730.00.

RECEIVED
COUNTY & CITY SECTION
JUL 30 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

DATE: 7-29-75

SIGNATURE OF APPROVING OFFICIAL: C R Burghardt

TITLE: for Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 7-30-75

BY (Signature): L. W. Rulien's July 9, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

ITEM NOS. 44 THRU

ITEM NOS. THRU

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	** FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
4	M-5020(1)	0.6	6,000	4,680	Thatcher Road - 23rd Ave. (Forest Grove) Section Washington County State of Oregon	Preliminary Engineering

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		7-29-75	C.R. Burghardt for G.L.Green, Division Engineer

** Program approval shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-880

Budget Bureau No. 41-R2067

U.S.

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO. -

DATE SUBMITTED TO W.O. 7-9-75

CARD 2	REPORT NUMBER (19) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 City St., Gales Way & E. St. (Forest Grove) 65	ADT	PRESENT 3,500	FUTURE (66) 8,000 (70)	YEAR (71) 95 (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 Preliminary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 M- 23	NUMBER 5020

C	CLASS OF FEDERAL FUNDS	Urban System	COUNTY NAME	Washington
	NAME OF URBAN AREA 17-31	Forest Grove	ROUTE NO. U	FEDERAL-AID 5020 — STATE (32) City St. (36) — U.S. (37) - - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (78)		
5					**PE** TOPICS		City Street, Gales Way & E. St. (Forest Grove).	0.6	6,000	4,680	660	660 (City)
5					**ROW**							
5					**CONST** (CODE)		"Thatcher Road - 23rd Avenue (Forest Grove) Section"					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.6	6,000	4,680	660	660 (City)
1	14	PROGRAM APPROVAL DATES			(19) (23)	(24) (33)	REMARKS	

JUL 29 1975
FHWA OREGON DIVISION

R
COU
☑ ENG
☑ UP

Budget Bureau No. 41-R2067; Approval Expires February 28, 19

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

7-9-75

(35 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Way & E. St. (Forest Grove)	ADT	3,500	8,000	95	10	Oregon	41	W32	44

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
							M-	5020	(1)	

Urban System

Forest Grove

COUNTY NAME	CODE	ROUTE NO.	FEDERAL-AID	STATE	U.S.
Washington	067	U	5020	City St.	- - -

PROGRAM STAGE ☐ 1 OR XX 2

ESTIMATED PROJECT COST BY PHASES

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
City Street, Gales Way & E. St. (Forest Grove).	0.6	6,000	4,680	660	660 (City)	Preliminary Engineering all phases.
"Thatcher Road - 23rd Avenue (Forest Grove) Section"						(Future 2-12' lanes H.T. pave., 8' shoulders, provide left turn lane at 3 intersections and 8' sidewalk/bikeway). ROW-50' min.; Access Control-None; Parking Restrictions-Complete.
PROJECT TOTALS	0.6	6,000	4,680	660	660 (City)	

REMARKS

RECEIVED
COUNTY & CITY SECTION
JUL 30 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ● UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

-OVER-

U.S. COMM DUSCOMM-DC 4890

Thatcher Road - 23rd Avenue (Forest Grove) Section

Project No. M-5020(1)

Existing Facility: 24-foot A.C. surface with 5-foot gravel shoulders.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of all phases of preliminary engineering for the future construction necessary to widen the existing facility to provide a 40-foot paved roadway for two 12-foot travel lanes, 8-foot shoulders, channelization of three intersections to provide left turn lanes and 8-foot sidewalk/bikeway on the left with necessary signing and illumination.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings - Not required under Oregon Action Plan
(b) Location/Design - Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse review under working agreements.

FHPM 7-7-2 Requirements: Type of action classification will be submitted under separate action.

Date for PR 37:

Preliminary Engineering	Field Work	$3,500
	P.S. & E. Preparation	2,500
	TOTAL	$6,000

NOTE: This project is in Congressional District No. 1.

PRO 6-2 FAU

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

July 9, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-5020(1)

We are submitting program data for one Urban System Project, Item No. 44, Project No. M-5020(1), "Thatcher Rd.-23rd Ave. (Forest Grove) Section", which we desire to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering necessary to obtain P.S. & E. approval.

Encl.

CL:bz

RECEIVED
COUNTY & CITY SECTION
JUL 11 1975
☑ ENGR. ☐ COOR. ☐ GE ☒ AE ■ UE
☑ UPE ☒ CE ☐ RE ☒ RPE ☐

RECEIVED
JUL 10 1975
OREGON DIV

Form 81-734-3122

Budget Bureau No. 41-R2067; A

U.S. D

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

FORM PR-1 (REV. 4-61)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 7-9-75

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 City St., Gales Way & E. St. (Forest Grove)	**ADT**	PRESENT 3,500	FUTURE (66) (70) 8,000	YEAR (71) (72) 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Preliminary Engineering	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) 14 23 M-	NUMBER 7 5020	

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Washington	CODE (14) 067
	NAME OF URBAN AREA 17-31 Forest Grove	ROUTE NO. U FEDERAL-AID 5020 (32)	STATE City St. (36) U.S. (37) - - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE** TOPICS		City Street, Gales Way & E. St. (Forest Grove).	0.6	6,000	4,680	660	660 (City)
5					**ROW**							
5					**CONST** (CODE)		"Thatcher Road - 23rd Avenue (Forest Grove) Section"					

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.6	6,000	4,680	660	660 (City)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)	REMARKS	

RECEIVED

COUNTY

☑ ENGR. ☐ COOR. ☐ CE ☐ ☐ RE ☐ RPE

FORM PR-1
(REV. 4-61)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

7-9-75

ON (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
es Way & E. St. (Forest Grove)		3,500	8,000	95	10	Oregon	41	W32	44

riter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
								M-	5020	(1)		

Urban System

Forest Grove

COUNTY NAME	CODE
Washington	067

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	5020	City St.	- - -

PROGRAM STAGE ☐ 1 OR ☒ 2

STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	City Street, Gales Way & E. St. (Forest Grove). "Thatcher Road - 23rd Avenue (Forest Grove) Section"	0.6	6,000	4,680	660	660 (City)	Preliminary Engineering all phases. (Future 2-1[illegible]' lanes H.T. pave., [illegible] shoulders, provide left turn lane at 3 intersections and 8' sidewalk/bikeway). ROW-50' min.; Access Control-None; Parking Restrictions-Complete.
	PROJECT TOTALS	0.6	6,000	4,680	660	660 (City)	

REMARKS

RECEIVED
COUNTY & CITY SECTION
☑ ENGR. ☐ COOR. ☐ CE ☐ ☐
☐ VPE ☐ CE ☐ RE ☐ RPE ☐

-OVER-

Thatcher Road - 23rd Avenue (Forest Grove) Section

Project No. M-5020(1)

Existing Facility: 24-foot A.C. surface with 5-foot gravel shoulders.

Adjacent Sections: Same as existing facility.

Project Data: Work under this project consists of all phases of preliminary engineering for the future construction necessary to widen the existing facility to provide a 40-foot paved roadway for two 12-foot travel lanes, 8-foot shoulders, channelization of three intersections to provide left turn lanes and 8-foot sidewalk/bikeway on the left with necessary signing and illumination.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-5 Requirements:

(a) Public Hearings - Not required under Oregon Action Plan
(b) Location/Design - Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 2 Clearinghouse review under working agreements.

FHPM 7-7-2 Requirements: Type of action classification will be submitted under separate action.

Date for PR 37:

Preliminary Engineering	Field Work	$3,500
	P.S. & E. Preparation	2,500
	TOTAL	$6,000

NOTE: This project is in Congressional District No. 1.

fan

Salem, Oregon

July 1, 1975

Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

Richard Unrein
Urban Engineer
County-City Unit

Urban System Project Programming Request

City: Forest Grove

Section: Thatcher Road-23rd Avenue
(Forest Grove)
Gales Creek Road-"E" Street,
FAU 5020
Grade, pave, and illumination
0.6 mile

Proposed Work: All phases of preliminary engineering neccessary to prepare project for contracting.

Costs:

	Total	Federal	State	~~County~~ City
*Preliminary Engineering:	$ 6,000	$ 4,680	$ 660	$ 660
Construction:	(104,000)	(81,120)	(11,440)	(11,440)
	$110,000	$85,800	$12,100	$12,100

*Field--$3,500 P.S.&E.--$2,500

State Clearinghouse Approval: Exempt per 4/28/70 working agreement.

District 2 Clearinghouse Approval: Exempt per 10/16/70 working agreement.

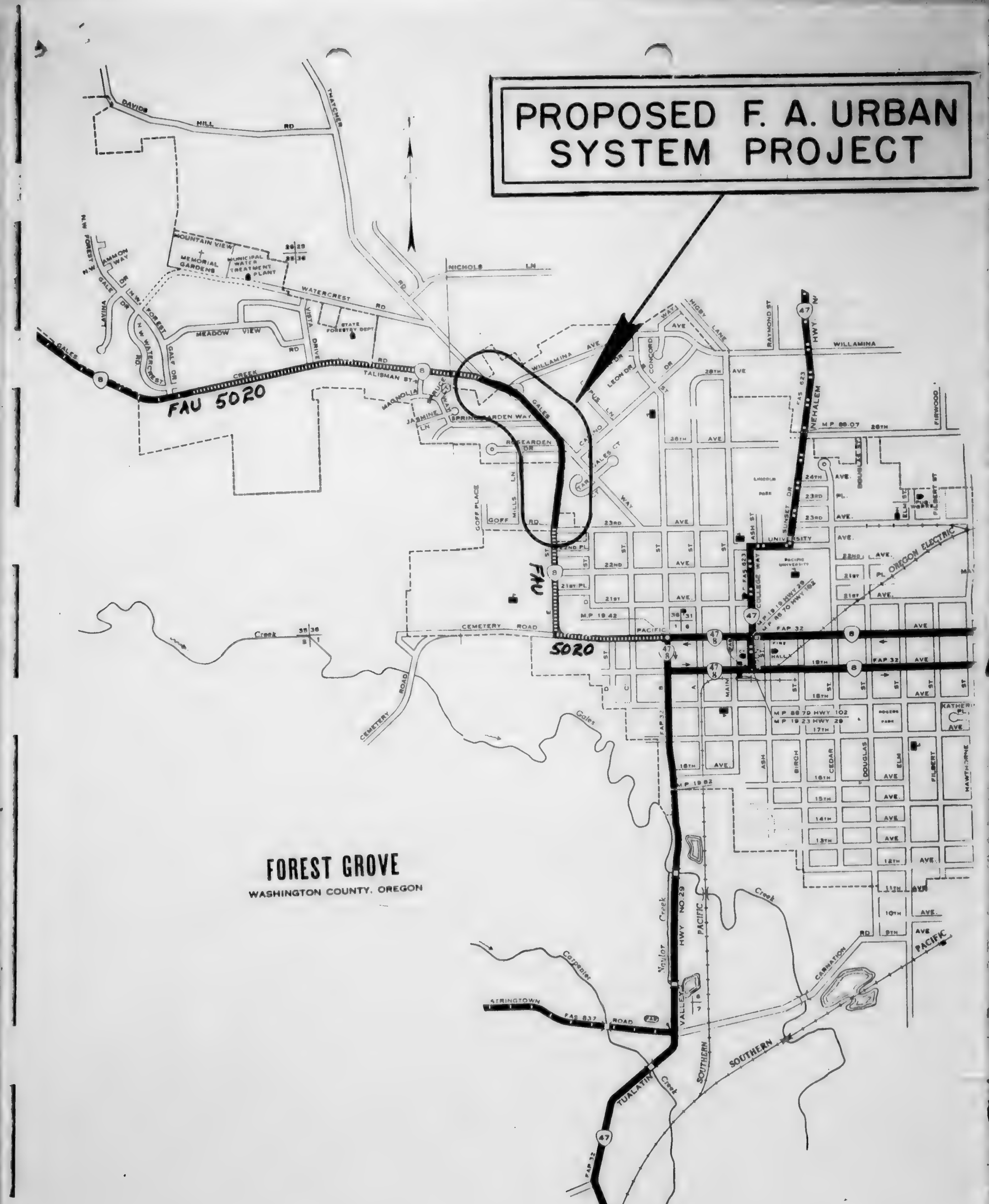
Approved by Transportation Commission: 5/30/75

See attached project application for additional project information.

RU:geh

Attachment

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☑ RE ☑ RPE ☐



PROPOSED F. A. URBAN SYSTEM PROJECT

FOREST GROVE

WASHINGTON COUNTY, OREGON

FAU 5020
FAU
5020
DAVID HILL RD
THATCHER RD
NICHOLS LN
WATERCREST RD
MOUNTAIN VIEW
MEMORIAL GARDENS
MUNICIPAL WATER TREATMENT PLANT
STATE FORESTRY DEPT
MEADOW VIEW
VISTA DRIVE
GALES CREEK RD
TALISMAN ST
MAGNOLIA
JASMINE LN
SPRING GARDEN WAY
WILLAMINA AVE
HIGBY LANE
RAYMOND ST
WILLAMINA
CONCORD
LEON DR
CAMPUS LN
GALES
HWY 47
NEHALEM
SUNSET DR
FAS 623
M.P. 88.07
26TH
FIRWOOD
LINCOLN PARK
24TH AVE
23RD PL
23RD AVE
GOFF RD
GOFF PLACE
MILLS LN
22ND PL
22ND
21ST PL
21ST
UNIVERSITY AVE
ASH ST
COLLEGE WAY
PACIFIC UNIVERSITY
OREGON ELECTRIC
M.P. 19.42
CEMETERY ROAD
PACIFIC
FAP 32
AVE
19TH
18TH
17TH
16TH
15TH
14TH
13TH
12TH
11TH
10TH
9TH
MAIN
ASH
BIRCH
CEDAR
DOUGLAS
ELM
FILBERT
HAWTHORNE
KATHERINE PL
ROGERS PARK
M.P. 88.70 HWY 102
M.P. 19.23 HWY 29
M.P. 19.82
Gales Creek
Naylor Creek
HWY NO. 29
VALLEY
PACIFIC
SOUTHERN
SOUTHERN PACIFIC
CARNATION
Carpenter
STRINGTOWN
FAS 837 ROAD
TUALATIN
Creek
FAP 32
47
8

FAU

OJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Thatcher Road-23rd Avenue (Forest Grove)
Gales Creek Road-"E" Street, FAU 5020

Project Federal Aid Number: M-5020(-)

Applicant: City of Forest Grove

Contact: Daniel F. Durig, City Manager

Federal Aid Funds: FAS____ FAUS XX Other____

Date Project Approved by Trans. Comm.: May 30,1975

State to: X Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

___ Not determined (contact applicant)

Remarks: Right-of-way required for one curb radius. City will pay for right-of-way.

Richard Unrein
Richard Unrein
County-City Unit

July 1, 1975
Date

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☑ RPE ☐

cc: Right-of-Way Engineer
Region 1 Engineer
Region 1 Federal Aid Engineer
Region 1 Right-of-Way Supervisor
FHWA Right-of-Way Officer

FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 24, 1975

FILE: PRO 6

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

TO: DICK UNREIN
Urban Engineer

SUBJECT: Gales Creek - "E" Street
FAU Project
Forest Grove

Here is a request from the City of Forest Grove for a revised project for the improvement and channelization of Gales Way and "E" Street. Apparently this same section was originally considered as a TOPICS project but faltered for lack of money. Later, in December of last year, it was proposed as an Urban System project, and the attached material is a revision of that last request. Since the Transportation Commission has approved the project requested in December, I suppose some additional approval will be required for this revision.

The draft Environmental Assessment was not submitted but I presume it will arrive shortly. Please take appropriate steps to get this processed.

Unrein

RECEIVED
COUNTY & CITY SECTION
JUN 25 1975
☐ ENGR. ☐ COOR. ☐ OE ☒ AE ■ UE
☒ UPE ☒ CE ☒ RE ☐ RPE ☐

JR/b
att

PHONE 653-3143

June 13, 1975

John Burdett
City Engineer
City of Forest Grove
Forest Grove, OR 97116

This will confirm the telephone conversation I had with Don Schut advising that the Transportation Commission has approved project requests for the Gales Creek at "E" Street project and the Willamina Avenue-Main Street project on the Federal Aid Urban System. Before we can proceed with processing these requests the City will need to provide environmental assessment information, so I'm attaching the necessary forms for your use. Our Regional Environmentalist, Craig Markham would like to discuss this with you to help get all the required data included, and you can reach him at 653-3103.

Don indicated that your office wished to do the preliminary engineering on the Willamina Avenue-Main Street job and that the Highway Division would do this phase on the Gales Creek project. We must have documentation of your staff's capability and experience to present to the FHWA when requesting approval and if you will furnish this, we'll forward it through the correct channels.

Resident Engineer Jim Cochell will be working with you on these projects and will be in touch with you shortly.

JON ROSE
Regional
Federal Aid Engineer

JR/b
att
cc: Jim Cochell

Rev. 5/28/74

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date June 3, 1975

Applicant Agency City of Forest Grove
Federal Aid System Route No. Route Name Gales Way
Project Name Gales Way - "E" Street Channelization and Widening

Project Length Approx. 3200 feet Project Location (Attached sketch map)

Project Description This project is being requested to improve traffic and pedestrian safety and traffic flow through the Gales Way, "E" Street, Rosearden Drive intersection. It consists of widening the paved section to 40 feet with channelization for turning movements at the intersection and an 8 foot bicycle path/walkway separated from the traffic by a metal guardrail. Storm drainage facilities will also be improved to alleviate the flooding at this intersection.

Average Daily Traffic 4400 Design Speed 40-45 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 34 foot Travel Lanes 2-12 foot Shoulders 5 foot gravel
Medians none Parking
Sidewalks none
Other Inadequate storm facilities cause flooding over the street at this intersection.

2. Desired Roadway Cross Section: (Attach sketch)

Width 40 foot Travel Lanes 2-12 foot Shoulders 8 foot paved
Medians none Parking none
Curbed Length Curb Radii 20 foot & 30 foot
Sidewalk/Bikeway 8 foot - along the east side of Gales Way & "E" Street
Other Provide left turn lane at Gales Way - "E" Street intersection, Spring Garden, & Willamina, and metal guard rail separator between street and walkway.

FOOTNOTES: Guard Rail (OSHD Type 1-A): 5 foot concrete sidewalk along existing residences.

Description of Proposed Roadway Work Overlay existing street section and widen to a 40 foot paved section.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 80 Minimum 60 Maximum 80

2. Will Additional Right-of-Way Be Needed? Yes Explain
Need additional right-of-way for curb radius on the north side of Rosearden Drive.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Applicant will acquire.

4. Will applicant acquire right-of-way and have State review negotiations?
Yes X No

5. Should State negotiate and acquire right-of-way in behalf of applicant?
No.

6. Should State prepare options? Yes No X

7. Is a public hearing necessary? No.
(NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business?
No If so, explain

(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None.

2. Proposed Signalization:

Location None.

Type

Phases

Type of Suspension

Interconnected
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Include necessary traffic control signs.

4. Permanent Striping:

Include in project or by applicant? Include in project.

IV. ILLUMINATION DATA

1. Present Illumination and Location: Located at approximately 150 foot intervals on existing power poles.

2. Proposed Illumination:

Location Approximately 150 - 200 foot intervals
Type 175 watt mercury
400 watt mercury at the intersections

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Size
To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 93,692.00
Right-of-Way Costs (If participating)	-0-
Traffic Control	500.00
Illumination	1,000.00
Structures	-0-
Railroad	-0-
Other	-0-
Preliminary Engineering	14,279.00
PROJECT TOTAL	$ 109,471.00

FOOTNOTES: In addition to street work this includes sidewalks, bikepath, guardrail and storm drainage.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Forest Grove Council

By Arthur E. Schauermann

By Bill Haney

County

By

By

By

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 20, 1975

TO Oregon ~~Sxxxxxxghxxx~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Federal Aid Urban System
Project Requests

AGENDA
May ~~MAR~~ 30 1975
HC

Six requests for approval of Urban System projects will be presented for your consideration at the May 30 meeting.

The City of Corvallis is requesting a $265,000 project to four-lane a 0.4 mile segment of Seavy Avenue.

Two short street improvements totalling $110,000 are being requested by the City of Forest Grove.

The City of Portland is requesting two projects on North Columbia Boulevard. One is a $200,000 preliminary engineering project covering a 1.5-mile section. The other project is a $900,000 request to improve a 0.5-mile section of North Columbia Boulevard.

The sixth project request is for the development of exclusive high-occupancy vehicle lanes on the Banfield Freeway. This request requires a transfer of Urban System funds to Urban Extension funds. Local officials have approved the transfer.

Federal Urban System funds for these projects are estimated at $2,051,500, with the State providing approximately $416,250 in match funds and approximately $162,250 being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Highway program. I recommend your approval of these projects and request authority to sign project agreements for and on your behalf.

Atts.

bc: C. W. Head
A. E. Johnson
E. S. Hunter
L. W. Rulien
V. E. Skoog
Ed Hardt
Gary Sund
George M. Baldwin
R. L. Schroeder
H. S. Coulter
D. N. Harwell
R. N. Bothman
C. O. Fredrickson
Jack Graham

RU:scr srb

NOTED
C. W. HEAD

CITY OF FOREST GROVE
Proposed Urban System Project

Gales Creek Road at "E" Street (Forest Grove) Section
FAU 5020
Grading, paving; 0.25 mile; $60,000

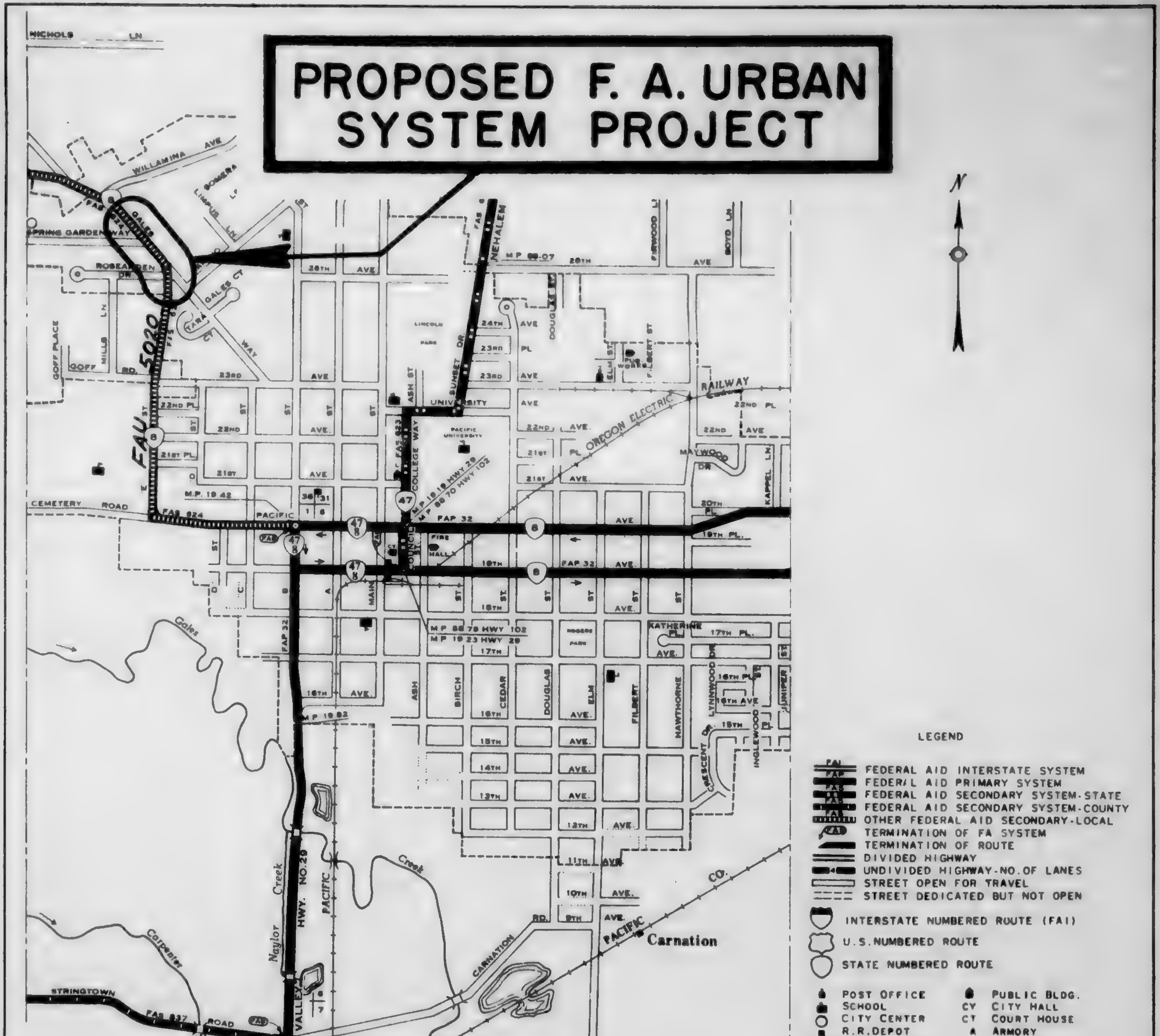
This project entails all the work and costs to channelize Gales Creek Road at "E" Street and provide left-turn pockets at Rose Arden Drive and Spring Garden Way.

Perform all necessary engineering.

Construct a 54-foot, curb-to-curb street section.

Provide signing and striping.

75-f
5/13/75



PROPOSED F. A. URBAN SYSTEM PROJECT

NICHOLS LN
WILLAMINA AVE
GALES
SPRING GARDEN WAY
ROSE GARDEN DR.
GALES CT
FAU 5020
GOFF PLACE
MILLS LN
GOFF RD.
NEHALEM
FAS 6
M.P. 88-07
FIRWOOD LN
BOYD LN
26TH AVE
LINCOLN PARK
SUNSET DR.
24TH AVE
23RD PL
23RD AVE
UNIVERSITY AVE
ASH ST
COLLEGE WAY
PACIFIC UNIVERSITY
FAS 823
RAILWAY
OREGON ELECTRIC
22ND PL
22ND AVE
21ST PL
21ST AVE
MAYWOOD DR
KAPPEL LN
M.P. 19.42
M.P. 19.19 HWY 29
M.P. 88.70 HWY 102
CEMETERY ROAD
FAS 824
PACIFIC
FAP 32
FAI
47
8
20TH PL
19TH PL
FIRE HALL
MAIN
18TH
17TH PL
KATHERINE PL
M.P. 88.78 HWY 102
M.P. 19.23 HWY 29
17TH
ROGERS PARK
16TH AVE
ASH
BIRCH
CEDAR
DOUGLAS
ELM
FILBERT
HAWTHORNE
LYNNWOOD DR
CRESCENT DR
INGLEWOOD ST
JUNIPER
M.P. 19.82
15TH AVE
14TH AVE
13TH AVE
12TH AVE
11TH AVE
10TH AVE
9TH AVE
Gales
Creek
HWY. NO. 29
PACIFIC
Naylor
Carpenter
VALLEY
CARNATION RD.
PACIFIC CO.
Carnation
STRINGTOWN
FAS 837 ROAD
SOUTHERN
TUALATIN
FAP 32
TO GASTON
T1N T1S R3W R4W WM
N

LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY

FOREST GROVE
WASHINGTON COUNTY, OREGON

Scale in Feet

Rev. 5/28/74

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date December 11, 1974

Applicant Agency City of Forest Grove

Federal Aid System Route No. ____ Route Name Gales Way

Project Name Gales Way - "E" St. Channelization

Project Length 1300 ft. Project Location (Attached sketch map)

Project Description Channelization of Gales Creek Highway @ "E" Street and Rosearden Drive. This project is being constructed to improve safety and drainage at this intersection.

Average Daily Traffic 3700 (1973) Design Speed 40-45

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 34 ft. Travel Lanes 2 - 12 ft. lanes Shoulders 5 ft.

Medians None Parking None

Sidewalks None

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 54 ft. Travel Lanes 2 - 12 ft. lanes, 1 - 12 ft. turn lane Shoulders 8 ft. (paved)

Medians None Parking None

Curbed Apx. 300' each side of intersection Length Curb Radii 30 ft. and 40 ft.

Sidewalk/Bikeway Future bikeway along east side of "E" Street proposed

Other

FOOTNOTES:

Description of Proposed Roadway Work 2 inch overlay on existing street and widen 20 ft. for shoulder and left turn lane (6 inch base rock, 2 inch leveling course, 4 inch asphalt)

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

   General Width 80 ft. Minimum 60 ft. Maximum 80 ft.

2. Will Additional Right-of-Way Be Needed? Yes Explain North side of Rosearden Drive.

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Applicant will acquire.

4. Will applicant acquire right-of-way and have State review negotiations? Yes X No

5. Should State negotiate and acquire right-of-way in behalf of applicant? No

6. Should State prepare options? Yes No X

7. Is a public hearing necessary? No
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

8. Will there be any persons displaced from their homes, farms or business? No If so, explain
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

9. Will this project affect any park or recreation facility? No
   If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: No signals existing; traffic controlled by signs.

2. Proposed Signalization:

   Location None
   Type
   Phases
   Type of Suspension

Interconnected

Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Incluse in project

4. Permanent Striping:

Include in project or by applicant? Include in project

IV. ILLUMINATION DATA

1. Present Illumination and Location: Presently located in utility poles along right of way.

2. Proposed Illumination:

Location Present system adequate

Type

V. STRUCTURE DATA

1. Existing Structure:

Location None

Type

Size

To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections
Drainage facilities being constructed to alleviate flooding at this intersection.

2. Applicant's Estimate of Cost for Requested Project:

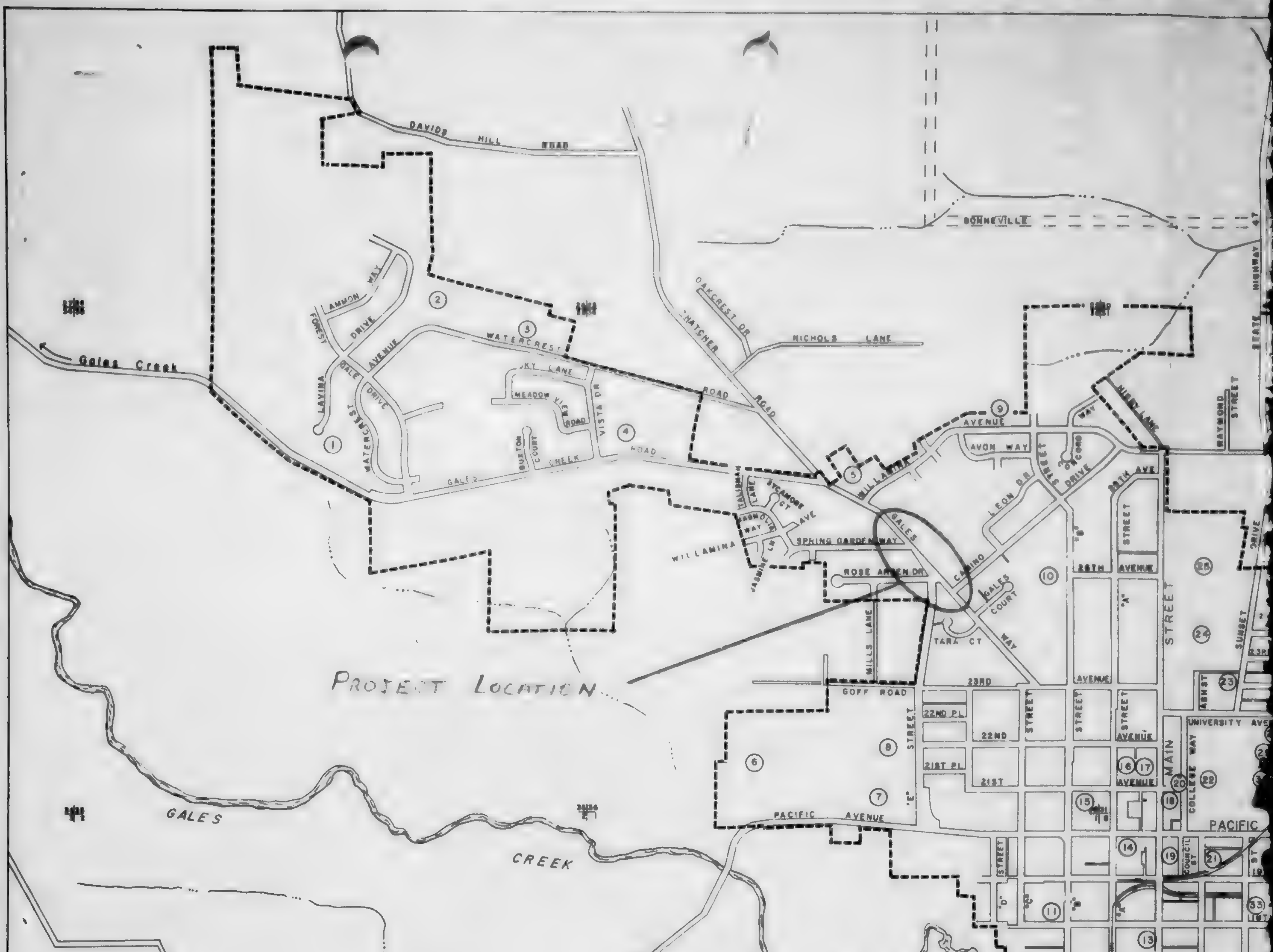
Roadway Work	$ 52,084.40
Right-of-Way Costs (If participating)	-0-
Traffic Control	-0-
Illumination	-0-
Structures	-0-
Railroad	-0-
Other	-0-
Preliminary Engineering	7,812.66
PROJECT TOTAL	$ 59,897.06

FOOTNOTES: This project was previously submitted and approved under the "Topics" program, but was not implemented due to the cost.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Forest Grove
By Elden H Cain
By Orv F. Thogrems, Councilman

County
By
By
By


PROJECT LOCATION
DAVIDS HILL ROAD
BONNEVILLE
Gales Creek
GALES CREEK
GALES CREEK ROAD
WATERCREST AVENUE
WATERCREST DRIVE
AMMON WAY
FOREST GALE DRIVE
LAVINA
SKY LANE
MEADOW VIEW ROAD
BUXTON COURT
VISTA DR
OAKCREST DR
THATCHER ROAD
NICHOLS LANE
WILLAMINA AVENUE
AVON WAY
LEON DR
SPRING GARDEN WAY
ROSE ARDEN DR
CAMINO
GALES COURT
TARA CT
MILLS LANE
GOFF ROAD
23RD AVENUE
22ND PL
22ND
21ST PL
21ST AVENUE
PACIFIC AVENUE
MAIN STREET
COLLEGE WAY
UNIVERSITY AVE
SUNSET DRIVE
RAYMOND STREET
HIGH LANE
26TH AVENUE
STATE HIGHWAY 47
RITCHEY ROAD
EASTERDAY ROAD
STRINGTOWN ROAD
OLD DILLEY ROAD
T.V. HIGHWAY
RE-LOCATED
TUALATIN
S.P.R.R.
16TH AVE
ASH
BIRCH
COUNCIL ST

SCHOOLS

13. Central Elementary
7. Forest Grove High School
10. Harvey Clark Elementary
45. Joseph Gale Elementary
51. Neil Armstrong Jr. High
22. Pacific University

CHURCHES

12. Assembly of God
27. Central Baptist
14. Christian Science
34. Church of Christ
37. First Baptist
32. First Christian
16. Full Gospel
31. Gospel Hall
26. Jehovah's Witnesses
33. Methodist
36. Mt. Olive Lutheran
40. Reorganized Church of Jesus Christ of Latter-Day Saints
49. Seventh-Day Adventist
39. St. Anthony's Catholic
35. St. Bede's Episcopal
18. United Church of Christ

PARKS

1. Forest Glen Park
9. Hazel Sills Park
8. High School Tennis Courts
44. Joseph Gale Park
25. Lincoln Park
28. McCready Field
24. Pacific University Gym and Field House
38. Rogers Park

CEMETERIES

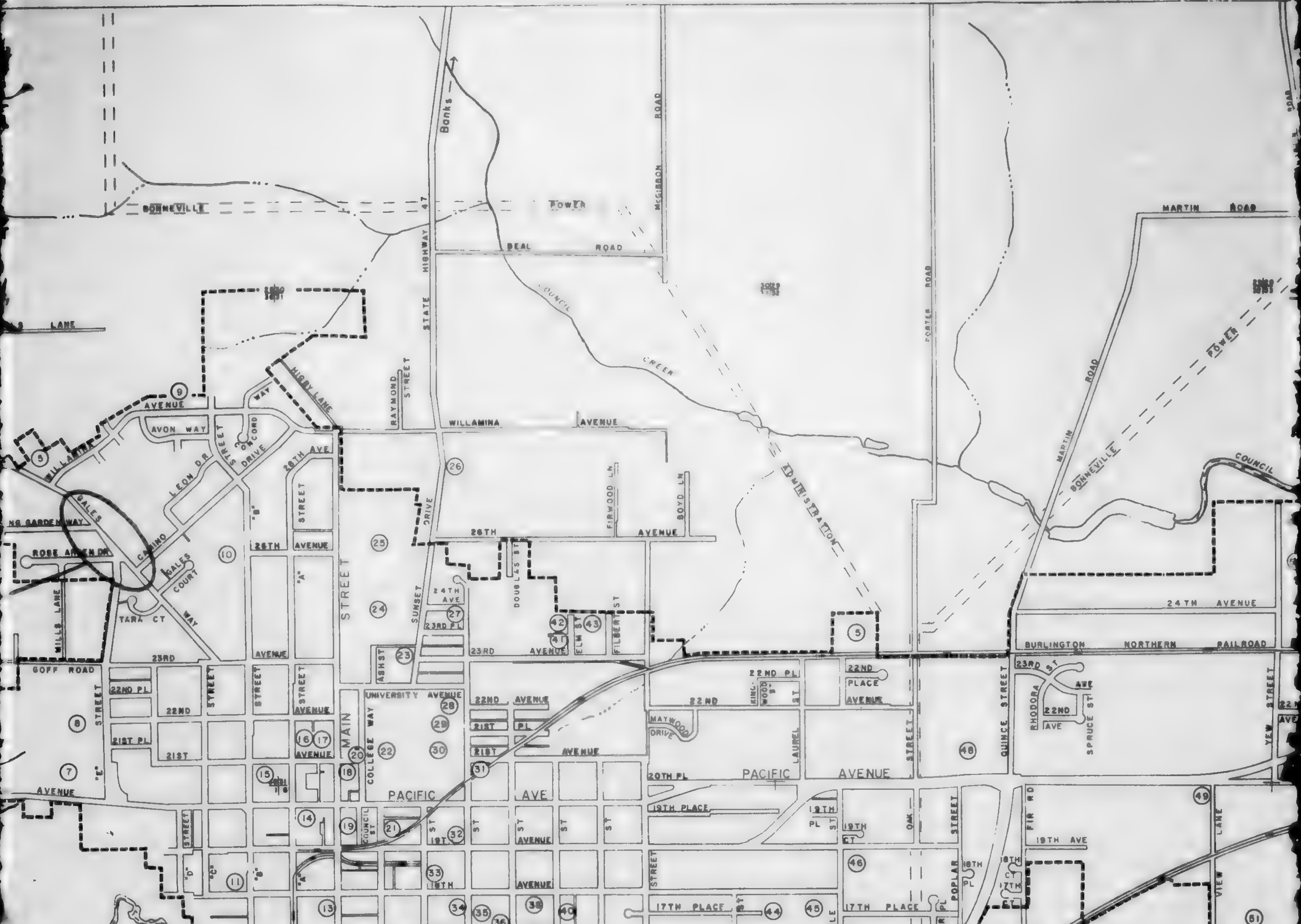
6. Forest View
2. Mountain View Memorial Gardens

MUNICIPAL

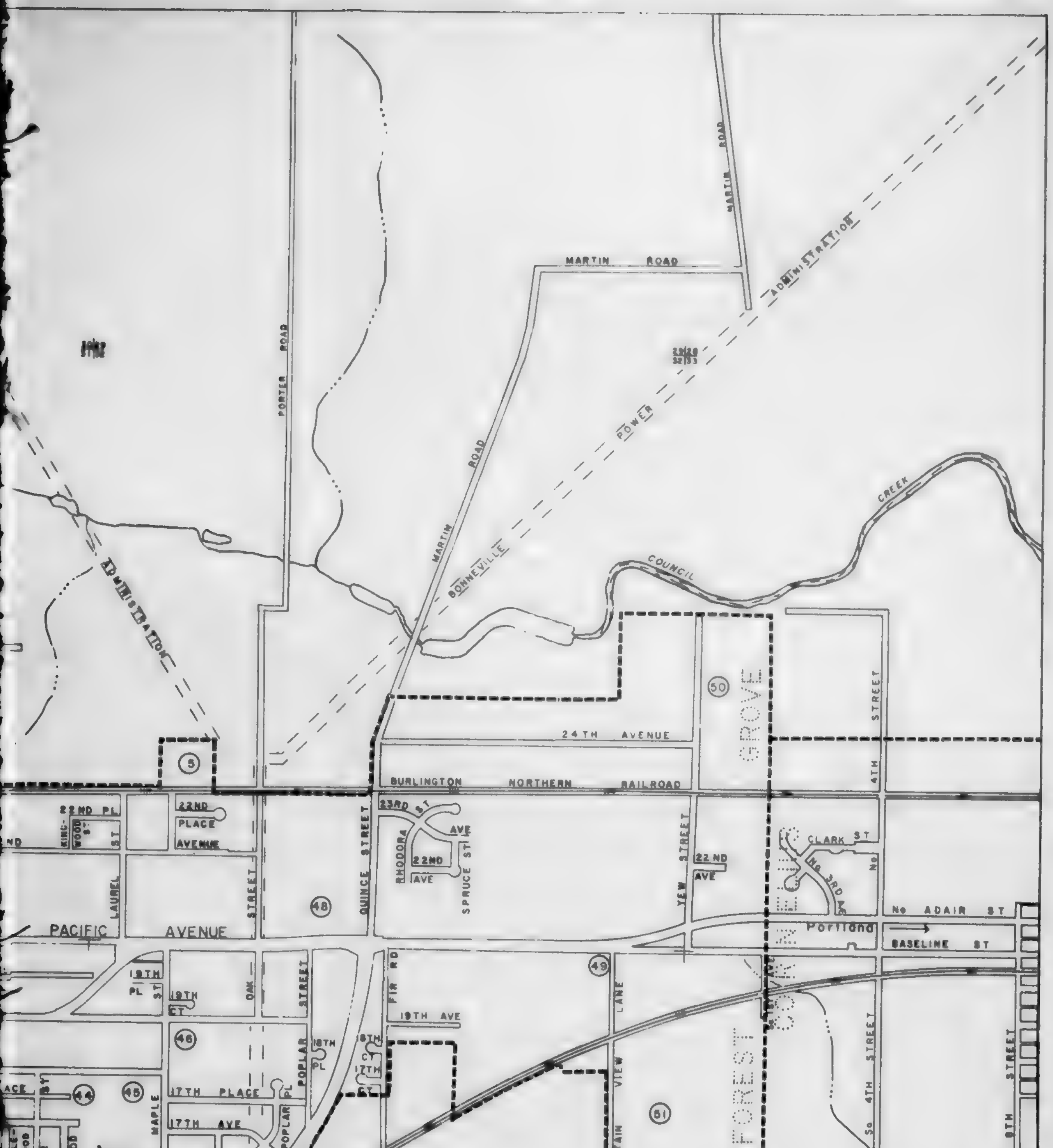
19. City Hall / Police Station
5. Electrical Substation (3)
21. Fire Station
11. Light and Power Building
43. Public Works Building
20. Rogers City Library
47. Sewage Disposal Plant
23. Swimming Pool / Craft House
3. Water Filtration Plant

OTHER POINTS OF INTEREST

42. Bureau of Reclamation
17. Chamber of Commerce
46. Forest Grove Community Hospital
48. Masonic & Eastern Star Home
41. National Guard Armory
30. Old College Hall (Museum & Chapel)
4. Oregon State Forestry Department
50. Tualatin Valley Industrial Park
15. U.S. Post Office
29. Washburne Hall (University Center)



TEREST
tion
res
unity Hospital
Star Home
hory
Museum & Chapel)
stry Department
strial Park
University Center)
Banks
STATE HIGHWAY 47
BONNEVILLE POWER ADMINISTRATION
BEAL ROAD
McGIBBON ROAD
PORTER ROAD
MARTIN ROAD
COUNCIL CREEK
WILLAMINA AVENUE
RAYMOND STREET
SUNSET DRIVE
FIRWOOD LN
BOYD LN
26TH AVENUE
HIGBY LANE
AVON WAY
LEON DR
OXFORD DRIVE
CONCORD WAY
GALES CREEK
CAMINO WAY
GALES COURT
ROSE ANN DR
MILLS LANE
TARA CT
GOFF ROAD
23RD AVENUE
22ND PL
21ST PL
MAIN STREET
COLLEGE WAY
UNIVERSITY AVENUE
PACIFIC AVENUE
COUNCIL ST
19TH AVENUE
17TH PLACE
16TH AVE
15TH AVENUE
14TH AVENUE
13TH AVENUE
12TH AVENUE
11TH AVE
10TH AVE
9TH AVE
ASH
BIRCH
CEDAR
DOUGLAS
ELM
FILBERT
HAWTHORNE
LYNNWOOD ST
INGLEWOOD
JUNIPER
KINGWOOD ST
LARCH
MADRONA LANE
MAPLE PLACE
BRITTANY CT
CRESCENT DR
MAYWOOD DRIVE
LAUREL ST
OAK
POPLAR STREET
QUINCE STREET
RHODORA ST
SPRUCE ST
YEW STREET
FIR RD
MOUNTAIN VIEW LANE
24TH AVENUE
BURLINGTON NORTHERN RAILROAD
VALLEY HIGHWAY
TUALATIN VALLEY HIGHWAY
RE-LOCATED
SOUTHERN PACIFIC RAIL ROAD
S.P.R.R.
CARNATION ROAD
FERN HILL ROAD
BUCHANAN ROAD
GEIGER ROAD
TUALATIN RIVER
Gaston
HIGHWAY
T.V.
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 51



CITY OF FOREST GROVE

SEPTEMBER, 1974

MARTIN ROAD
PORTER ROAD
MARTIN ROAD
BONNEVILLE POWER ADMINISTRATION
COUNCIL CREEK
24TH AVENUE
BURLINGTON NORTHERN RAILROAD
GROVE
FOREST
CORNELIUS
4TH STREET
22ND PL
22ND PLACE AVENUE
KINGWOOD ST
LAUREL
STREET
QUINCE STREET
23RD ST
AVE
22ND AVE
RHODORA ST
SPRUCE ST
YEW STREET
22ND AVE
CLARK ST
No 3RD AVE
No
No ADAIR ST
PACIFIC AVENUE
Portland →
BASELINE ST
19TH PL
19TH ST
19TH CT
OAK
STREET
FIR RD
19TH AVE
MOUNTAIN VIEW LANE
18TH PL
18TH
17TH
POPLAR PL
17TH PLACE
MAPLE
17TH AVE
POPLAR
16TH PL
JUNIPER
KINGWOOD
BRITTANYOR PLACE
16TH CT
MAPLE PLACE
LARCH ST
MADRONA LANE
So 4TH STREET
So 9TH STREET
So HEATHER ST
So LINDOM ST
So MAGNOLIA ST
So NECTARINE ST
RAILROAD
FERN HILL ROAD
BUCHANAN ROAD
LAFOLLETTE ROAD
GEIGER ROAD
TULATIN RIVER
5
44
45
46
47
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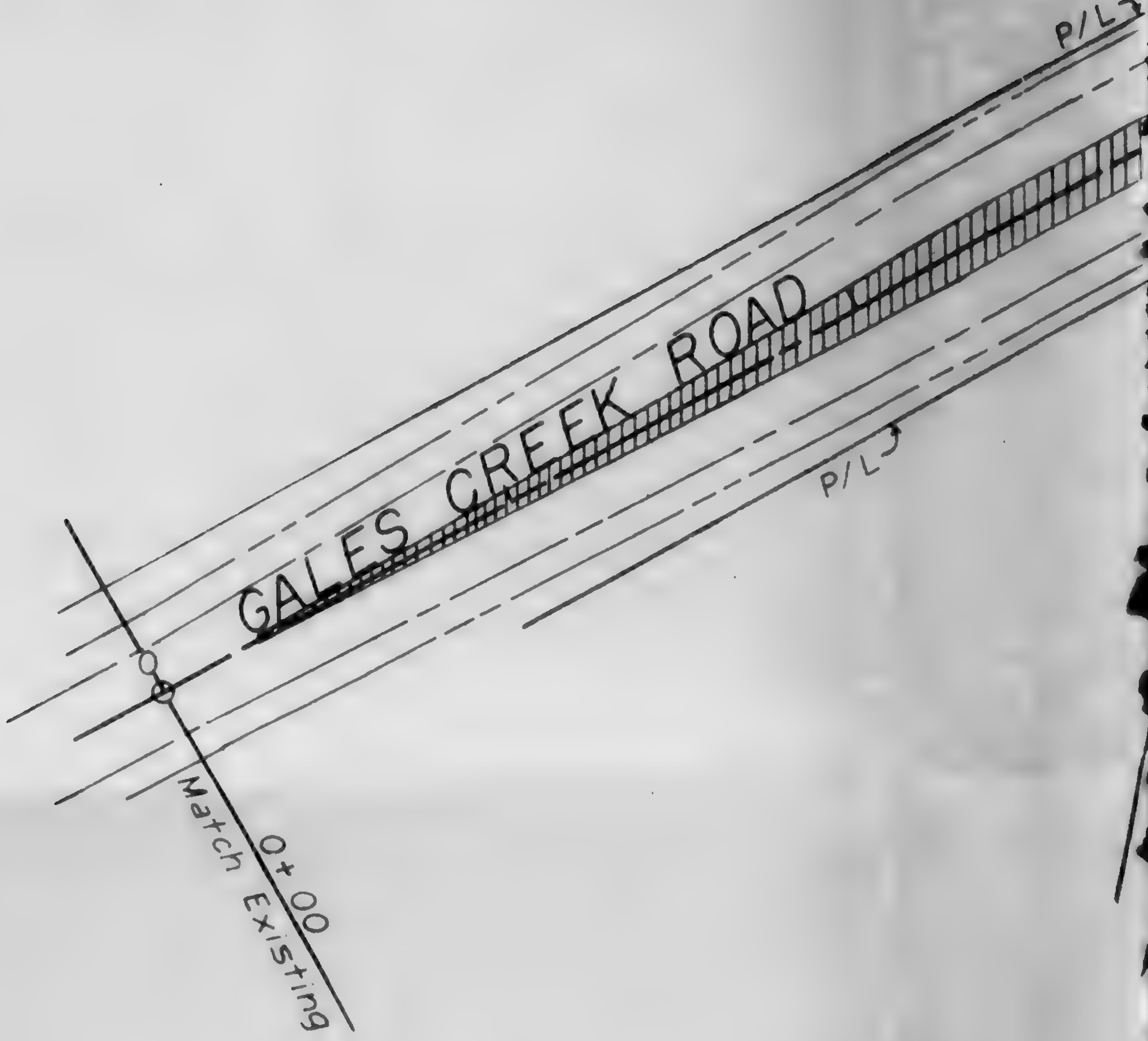
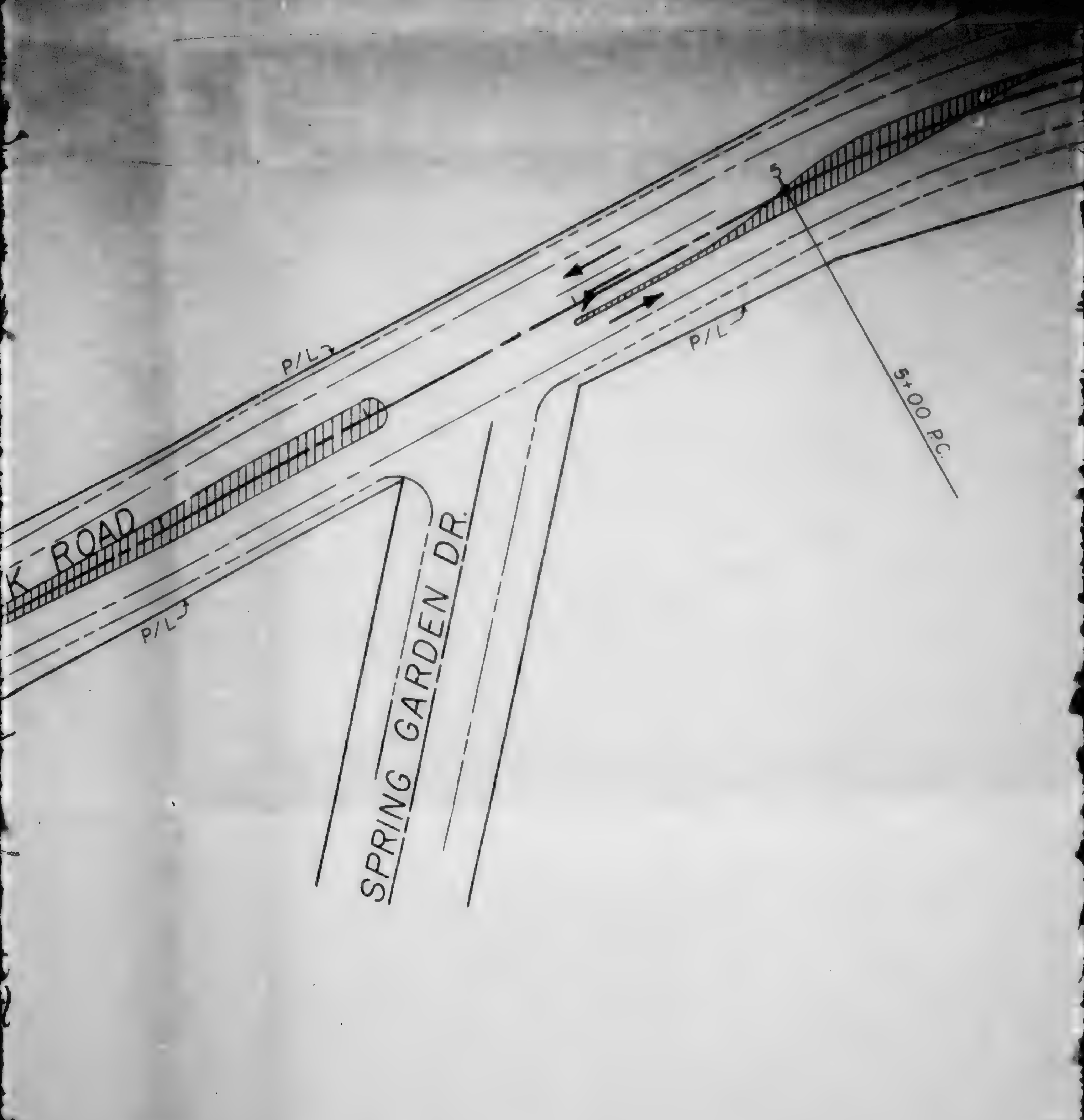
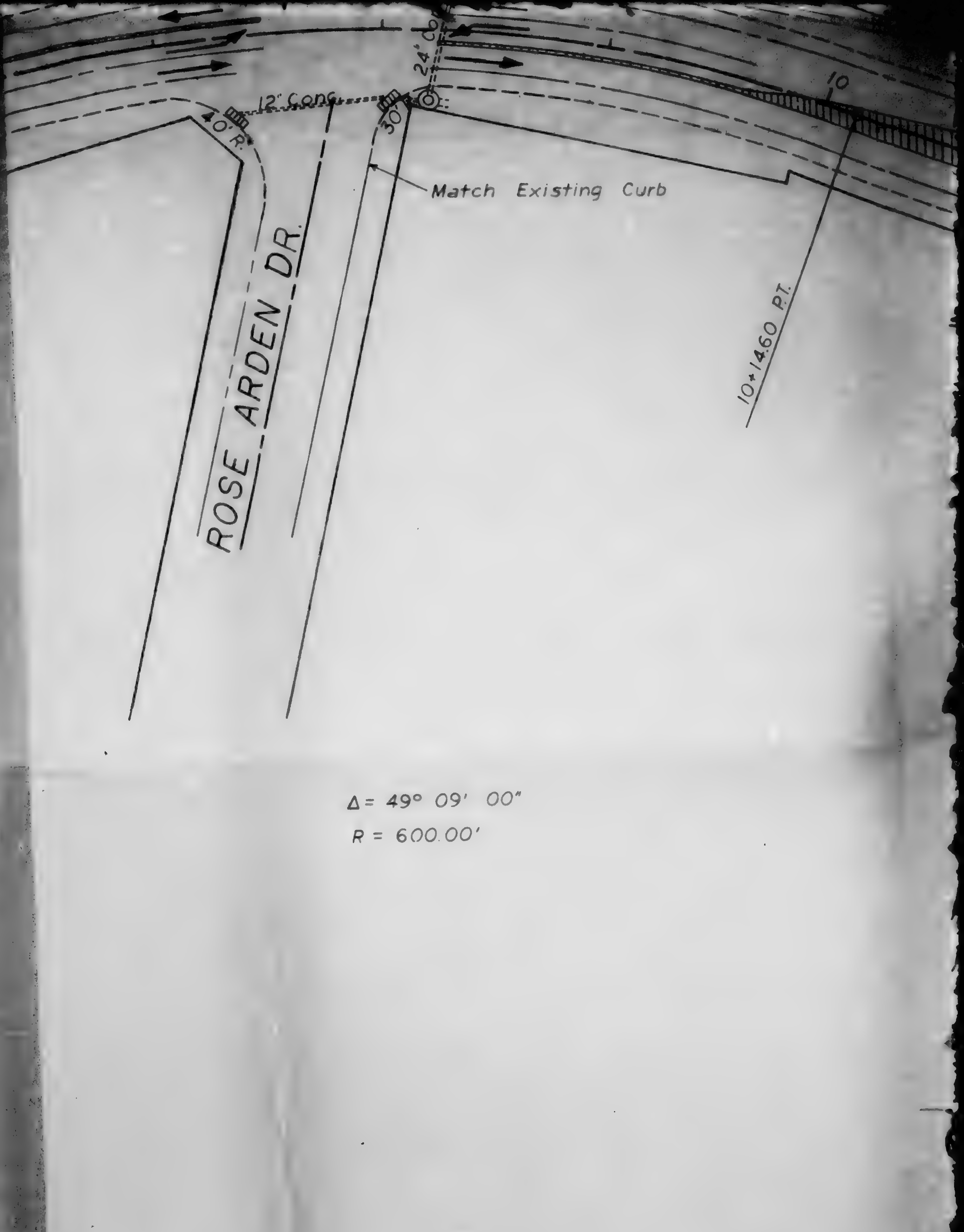
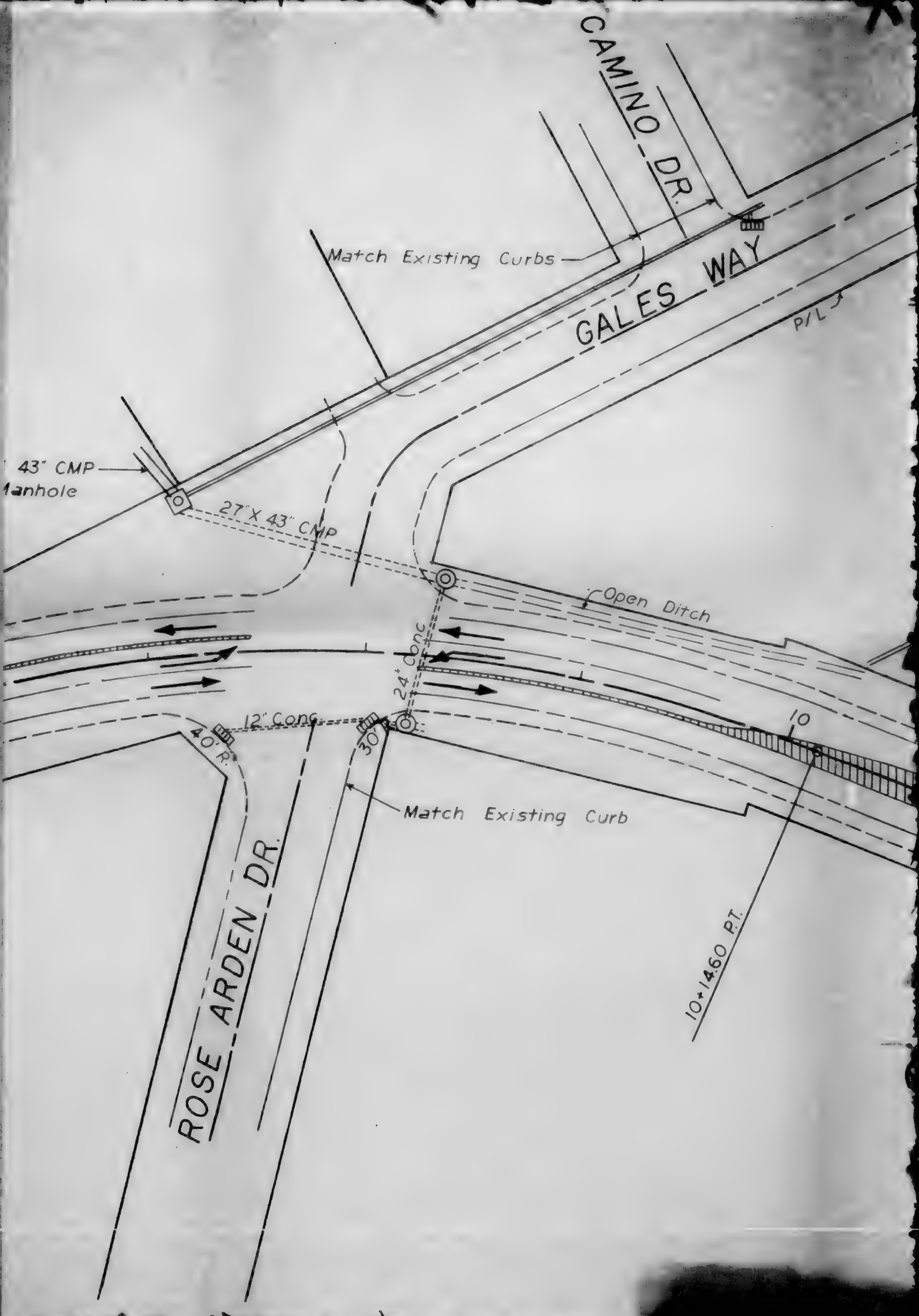
49
50
51
0 500 1000 1500 2000
Scale in Feet


P/L
GALES CREEK ROAD
P/L
0+00
Match Existing

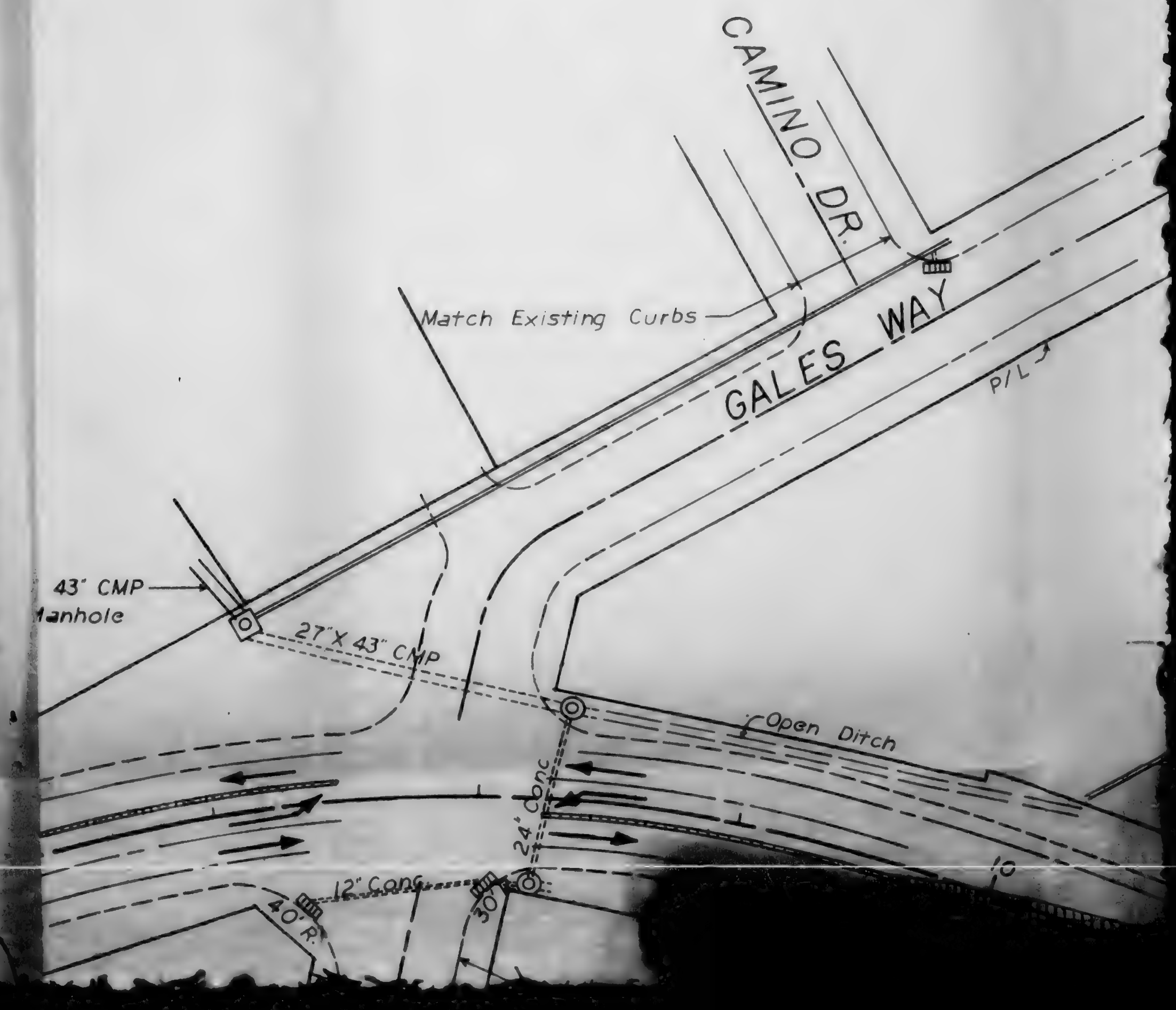
Existing
& 5'

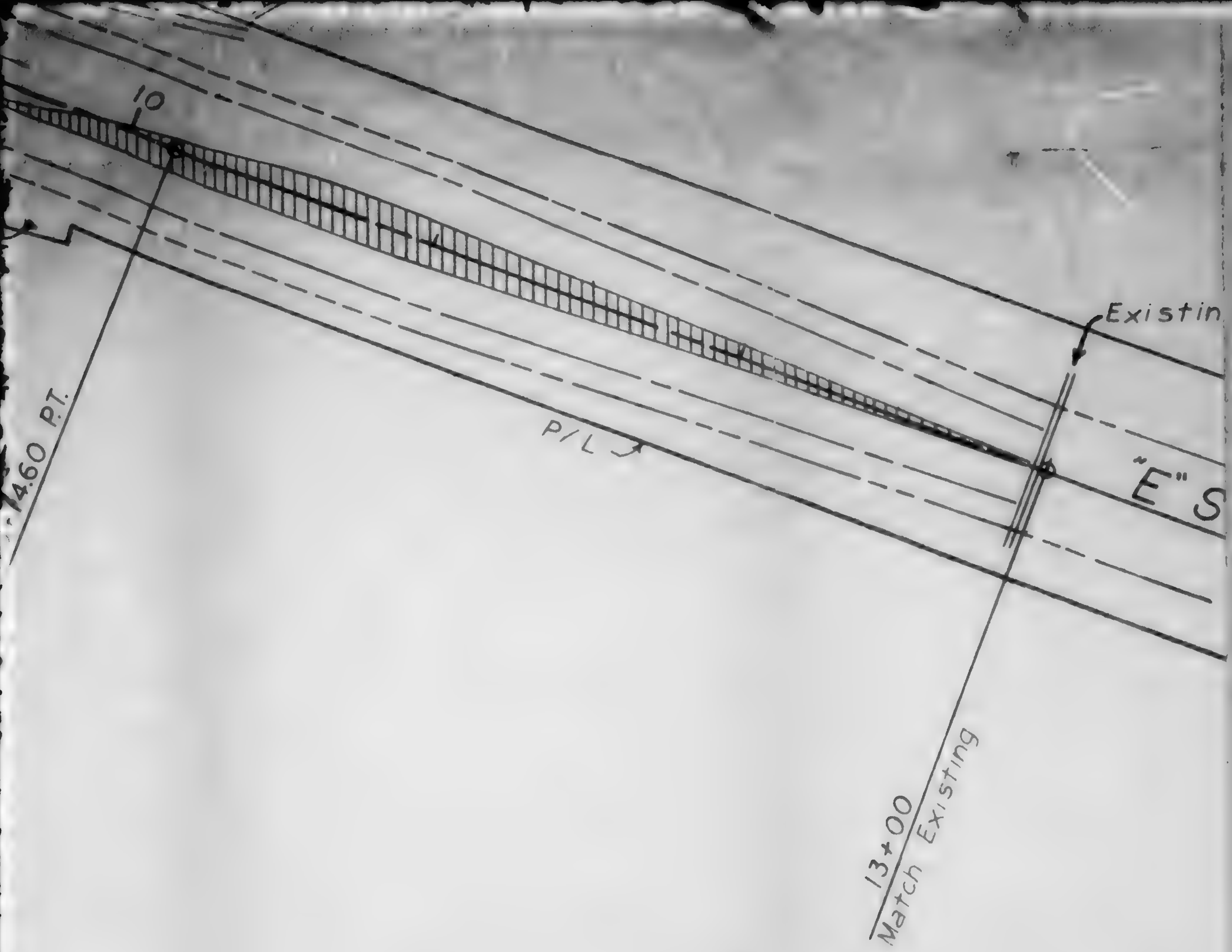

P/L
5
5+00 P.C.
P/L
K ROAD
P/L
SPRING GARDEN DR.


24' C.O.
12' Conc.
40' R.
30'
10
Match Existing Curb
ROSE ARDEN DR.
10+14.60 P.T.
Δ= 49° 09' 00"
R = 600.00'



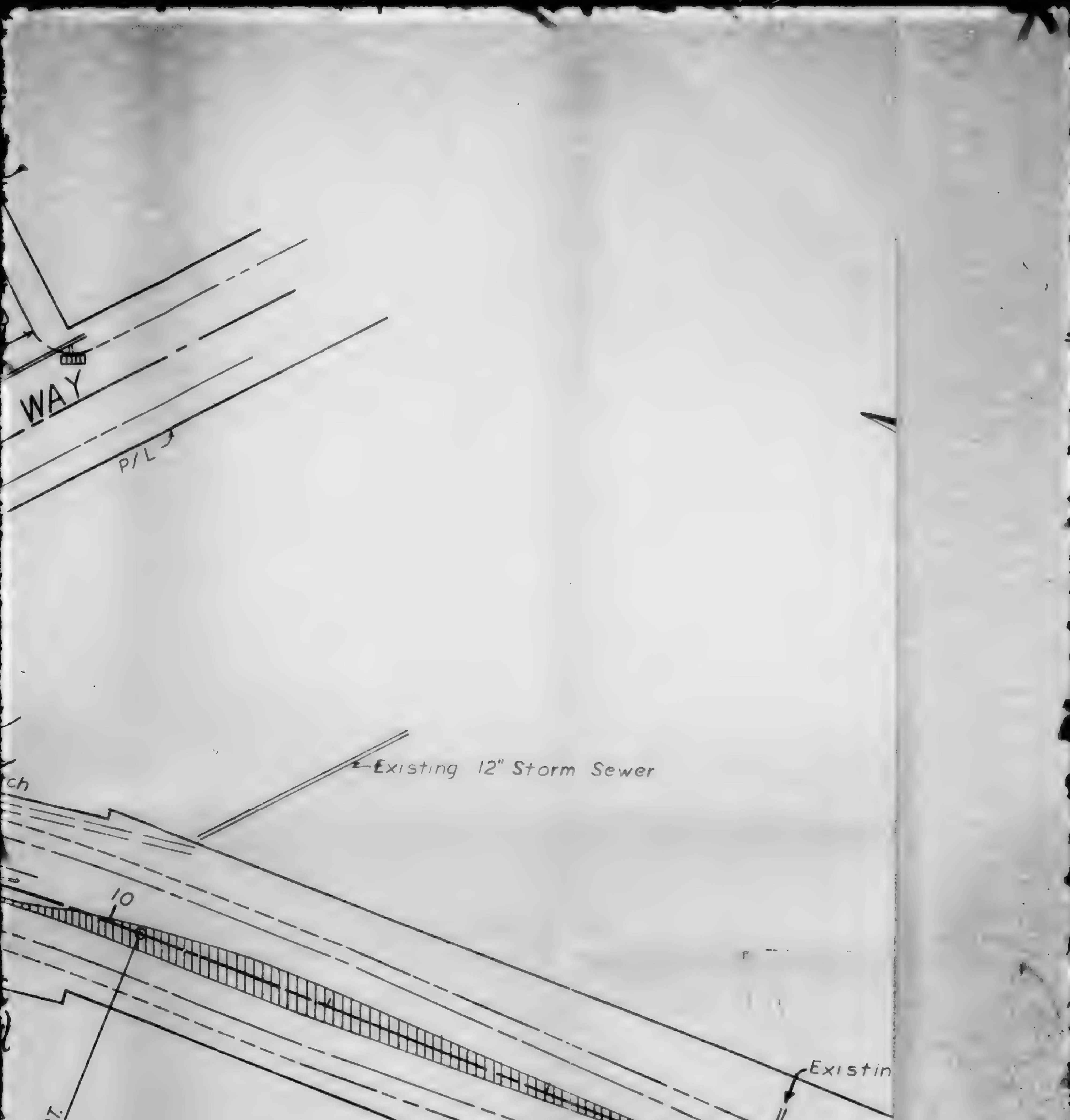
CAMINO DR.
Match Existing Curbs
GALES WAY
P/L
43" CMP
Manhole
27" X 43" CMP
Open Ditch
24' Conc.
12" Conc.
40' R.
30' R.
10
Match Existing Curb
ROSE ARDEN DR.
10+14.60 P.T.


CAMINO DR.
Match Existing Curbs
GALES WAY
P/L
43" CMP
Manhole
27" X 43" CMP
Open Ditch
24' Conc
12" Conc
40' R.
30'
10

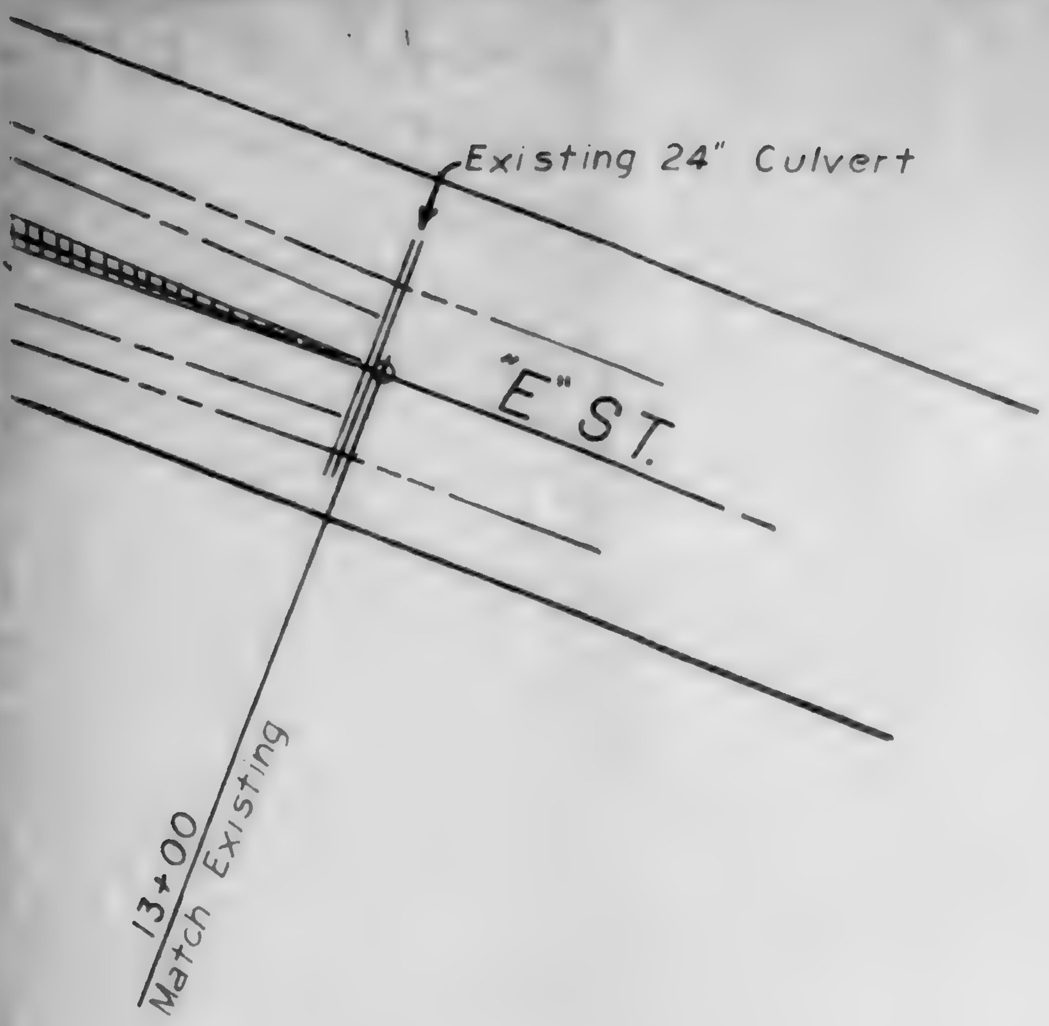

10
14.60 P.T.
Existin
P/L
"E" S
13+00
Match Existing

LEGEND

- - - - - - - - - -	Proposed Curb
——— - ———	Pavement Edge
═══════════	Existing Pipe
==========	New Pipe


WAY
P/L
ch
Existing 12" Storm Sewer
10
10+14.60 P.T.
Existin
P/L
"E" S
+00 Existing

CAMINO DR.
ALES WAY
P/L
Open Ditch
Existing 12" Storm Sewer
10


Existing 24" Culvert
"E" ST.
13+00
Match Existing

CITY OF FOREST GROVE, ORE.

GALES WAY "E" STREET

CHANNELIZATION

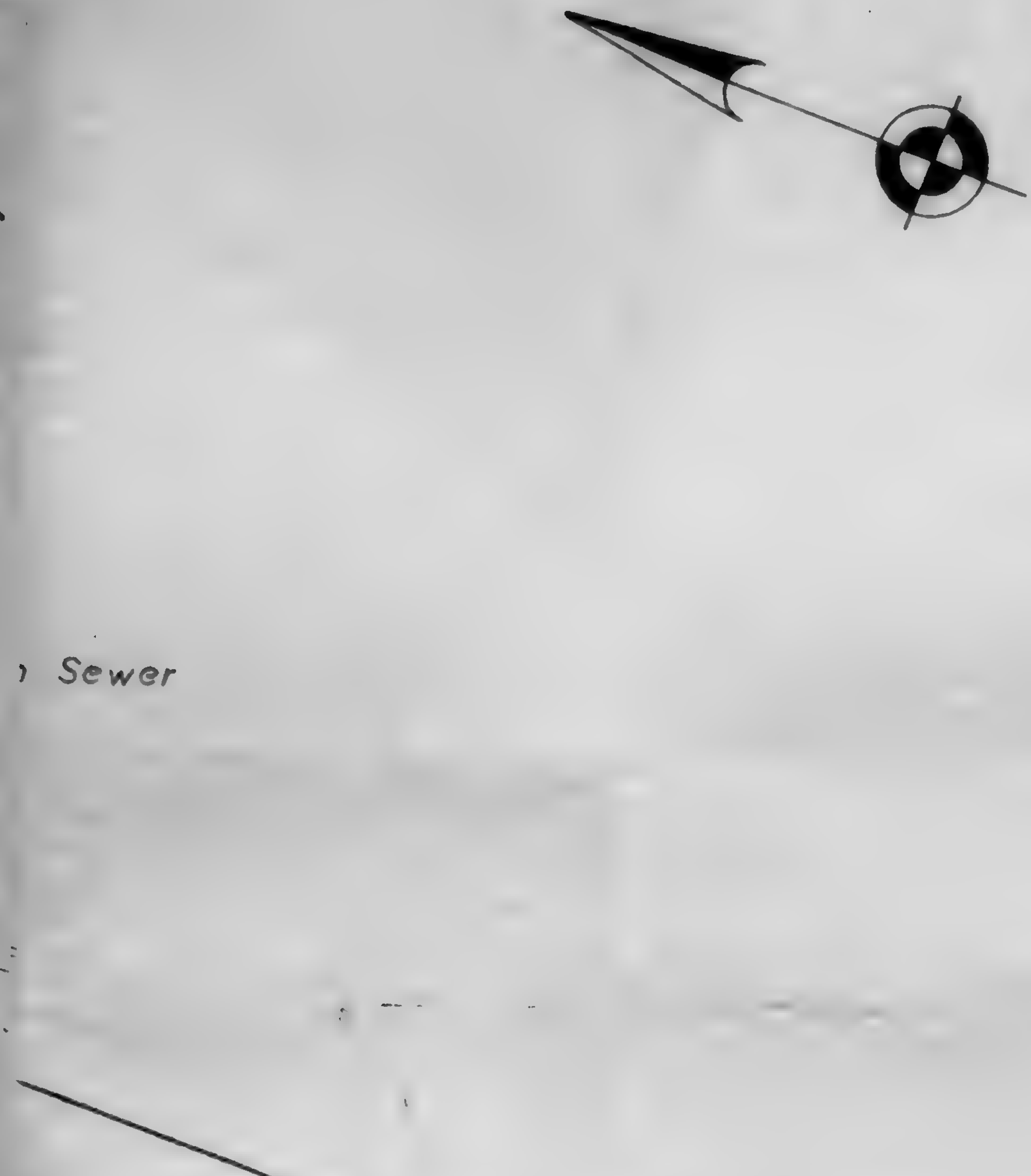
SCALE: 1" = 50'

WO 11038

DESIGN: DES

CHECK:

DRAWING NO.:


Sewer
Existing 24" Culvert
"E" ST.
13+00
Match Existing

Sewer

3523

NOT
MICROFILMED
ORIGINAL
DOCUMENT
IN FILE

8377 SE 13th Ave.-Rood Br. Rd. 1976
(Hillsboro) Section
(gr, pave, sign, & sig.) #2

C&A 5290	5-5-75
C&A 5291	5-5-75
RR 866	3-3-77

8377

P

Form 734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-24-81	CC 81-52		34-1997-295 34-1998-295 334-1083-295

BILL TO: Code:

City of Hillsboro
205 S.E. Second Avenue
Hillsboro, Oregon 97123
Attn: Bruce A. Warner
City Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING Per Attached Itemized Statement: Federal Aid Urban Project M-9011(1), & M-9025(1) T.V. Hwy.-E.C.L., N. River Road T.V. Hwy.-S.C.L., S.E. Minter Br. Rd. Covered by Agreement dated 5-2-75 Contract No. 8377			
TOTAL COST			$1,107,083.13
Less Federal Funds			945,578.91
Less State Share			78,909.30
City Share			82,594.92
City Advance Deposit			111,800.00
REFUND DUE CITY			$ 29,205.08
(Please attach Itemized Statement to Invoice)			

Advance Deposit Amount $ 111,800
Advance Deposit Previously Transferred to Highway Fund $ 102,000
Balance $ 9,800
Transfer to Highway Fund $ ---
Refund Due $ 9,800
Partial or final request for billing FINAL
Number of the previous request in connection with this service. CC-1690 & CC-1644

Amount Due $

Submitted by:
Gary E Zehner
Gary E. Zehner

Approved:
D E Swan
D. E. Swan

SP*35736-734

Form 734-1066

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DIVISION
by

City of Hillsboro
205 S.E. Second Avenue
Hillsboro, Oregon 97123
Attn: Bruce A. Warner
City Engineer

Date September 24, 1981
Invoice No.
P.O. No.
Crew No. 006-00

Additional funds to be refunded to the City of Hillsboro for Federal Aid Urban Project M-9011(1) and M-9025(1) T.V. Hwy.-E.C.L., N. River Road and T.V. Hwy.-S.C.L., S.E. Minter Br. Rd.

$19,405.08

D E Swan
D. E. Swan
Operation Programming Engineer

REF: CC 81-52

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** September 24, 1981

CITY HILLSBORO **Contract No.** 8377 **Date Completed** 8-31-77

PROJECT # M-9011(1)
M-9025(1) **Section** T.V. Hwy.-E.C.L., N. River Rd.
T.V. Hwy.-S.C.L., S.E. Minter Br. Rd.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 37,691.71
Payment to Contractor		908,054.49
Credit for Liquidated Damages		(4,575.00)
Interest Paid Contractor		53.99
SFO #1 Temporary Striping		2,878.15
SFO #2 Signal Controller Testing		2,095.30
SFO #4 Furnish Bikeway Signs		1,206.67
SFO #5 Work by SPTC-Revision of X-ing		17,364.96
SFO #6 Work by SPTC-Protective Costs		1,528.08
SFO #7 Set Monument Boxes		200.42
SFO #8 Replace Damaged Loop Detector		196.00
Construction Engineering		139,086.64
Audit Expense		830.46
Training		456.23
EEO Monitoring		15.03
TOTAL PROJECT COST		$1,107,083.13
Less Federal Funds:		
Preliminary Engineering	$ 32,259.69	
Construction	913,319.22	$ 945,578.91
BALANCE		$ 161,504.22
Less Non-Participating Costs:		
Preliminary Engineering	$ 93.00	
Payment to Contractor	3,567.90	
Liquidated Damages	(29.26)	
Interest	53.99	
Construction Engineering	1,324.17	$ 5,009.80
TO BE SHARED BY STATE & CITY		$ 156,494.42

State Share: 50% of ($156,494.42 + $1,324.17) = $78,909.30

City Share: 50% of $156,494.42 + ($5,009.80 - $662.09) = $82,594.92

Reference: Billing Form CC 81-52

33-7

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

ST VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE

Oregon

VOUCHER PERIOD

FROM 4-16-75

TO 11-1-78

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO.

M-9025(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$206,804.58	$206,406.62	85.80%	$177,096.88	$177,096.88	$ 0.00

RECEIVED DIVISION OFFICE
BY Oregon DATE

DIVISION OFFICE REVIEW MADE
BY DATE 6/11/81

PASSED FOR PAYMENT
BY V.E. Skoog, Controller DATE

REMARKS

34-1997
34-1998
334-1083

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Tualatin Valley Hwy.-S. City Limit (Hillsboro) Section S.E. Minter Bridge Road in Washington County					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$ 8,120.31	
SFO	#5 Work by SPTC	All Required			359.46	
	Work by City of Hillsboro	All Required			316.86	
	Total Participating Preliminary Engineering				$ 8,796.63	
	Construction Type Code 6201 Roadway (Sta. MBn 9+06 To Sta. MBn 0+00 Bk=MBs 0+00 Ah To Sta. MBs 7+09.02					
	Final Contract Payment Summary	Lump Sum			$164,740.96	
SFO	#1 Temporary Striping (State)	All Required			575.67	
SFO	#5 Work by SPTC Revision of Crossing	All Required			6,917.53	
SFO	#6 Work by SPTC Protective Cost	All Required			611.23	
SFO	#7 Set Monument Boxes (State)	All Required			36.08	
	Total Participating Construction				$172,881.47	
	Construction Engineering					
SFO	#2 Signal Controller Testing (State)	All Required			377.15	
	State	All Required			25,057.47	
	Liquidated Damages	Lump Sum			(823.50)	
					$ 24,611.12	
	Misc. Project Cost					
	E.E.O. Monitoring Expense	All Required			2.81	
	Audit Expense	All Required			114.59	
	Total Misc. Project Cost				$ 117.40	
	Total Participating Cost				$206,406.62	
	Nonparticipating Project Cost					
	Construction Engineering (State)	All Required			$ 304.96	
	Preliminary Engineering	All Required			93.00	
	Total Nonparticipating Cost				$ 397.96	
	Total Project Cost				$206,804.58	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/30/81.					
	AMOUNT CARRIED FORWARD . .					

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

ST . VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS

Capitol Bldg.
Salem, OR 97310

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 4-16-75
TO 11-1-78

FEDERAL AID PROJECT NO.
M-9011(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
88	$ 1,206.67	$ 1,206.67	85.80%	$ 1,036.32	$ 1,035.32	$ 0.00
PE	28,706.34	28,706.34	85.80%	24,630.04	24,630.04	0.00
	870,365.54	865,753.70	85.80%	742,816.67	742,816.67	0.00
	$900,278.56	$895,666.71	85.80%	$768,482.03	$768,482.03	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY	DATE	BY	DATE	BY	DATE

REMARKS Oregon 6/12/81 V.E. Skoog, Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Tualatin Valley Hwy.-E. City Limits (Hillsboro) Section FAU 9011 S.E. River Road in Washington County					
	Preliminary Engineering Type Code P.E.					
	State		All Required		$ 12,842.11	
SFO	#5 Work by SPTC		All Required		381.63	
	Work by City of Hillsboro		All Required		15,253.48	
	Total Participating Preliminary Engineering				$ 28,477.22	
	Construction Type Code 6201 Roadway (Sta. 0+26 To Sta. 64+00.42)					
	Final Contract Payment Summary		Lump Sum		$697,256.48	
SFO	#1 Temporary Striping (State)		All Required		2,302.48	
SFO	#4 Furnish Bikeway Signs (state)		All Required		1,206.67	
SFO	#5 Work by SPTC Revision of Crossing		All Required		10,447.43	
SFO	#6 Work by SPTC Protective Cost		All Required		916.85	
SFO	#7 Set Monument Boxes (State)		All Required		164.34	
	Total Participating Type Code 6201				$712,294.25	
	Type Code Y031 Traffic Signals (Sta. 25+9811 and Sta. 62+54.71)					
	Final Contract Payment Summary		Lump Sum		$ 42,489.15	
SFO	#8 Replace damaged loop detector (State)				196.00	
	Total Participating Type Code Y031				$ 42,685.15	
	Construction Engineering					
SFO	#2 Signal Controller Testing (State)		All Required		$ 1,718.15	
	State		All Required		113,161.23	
	Liquidated Damages		Lump Sum		(3,722.24)	
					$111,157.14	
	Misc. Project Cost					
	EEO Monitoring Expense		All Required		$ 12.22	
	Audit Expense		All Required		1,040.73	
	Total Misc. Project Cost				$ 1,052.95	
	Total Participating Cost				$895,666.71	
	Nonparticipating Cost					
	Liquidated Damages		Lump Sum		$ (29.26)	
	Final Contract Payment Summary		Lump Sum		3,567.90	
	Interest on Final Payment		All Required		53.99	
	Construction Engineering (State)		All Required		1,019.21	
	Total Nonparticipating Cost				$ 4,611.84	
	Total Project Cost				$900,278.55	
	Prepared based on Participating Costs as shown on Federal Billing as of 4/30/80.					
	AMOUNT CARRIED FORWARD . .					

```
                              TOT      P1               304.11            304.11            223,169.26
                              TOT      N1               304.11CR          304.11CP            3,535.76
                           ** JOB TOTALS **                   **               **           226,705.02  **

SE 13TH AV-ROOD BR RD:HILLSBR CONT NO 8377 * FA PROJ NOS M   011001  82 M   025001  18              M   011001        STATE
                   334   1083    201    00 P 1 Pay Cont.                                        739,745.63 /     76      78
                   334   1083    201    00 P 2  "    "                                            ,240.96 /
                   334   1083    201    00 N 1  "    "                                            ,567.90 /
                   334   1083    203    00 P 1 Liq. Dam.                                         3,722.24CR /    77      81
                   334   1083    203    00 P 2  "    "                                              823.50CR /    77      78
                   334   1083    203    00 N 1  "    "                                               29.26CR /    81      81
                   334   1083    206    00 N 1 INT.                                                  53.99 -      78      78
                   334   1083    270    01 P 1 SFO #1                                              2,302.48 /     76      77
                   334   1083    270    01 P 2  "  #1                                                575.67 /     76      77
                   334   1083    270    04 P 8  "  #4                                              1,206.67 /     77      77
                   334   1083    270    08 P 1  "  #8                                                196.00 -     77      78
                   334   1083    284    06 P 1  "  #6                                                916.85 -     81      81
                   334   1083    284    06 P 2  "  #6                                                611.23 -     81      81
                   334   1083    285    05 P 1  "  #5                                             10,447.43 /     77      81
                   334   1083    285    05 P 2  "  #5                                              6,917.53 /     78      81
                   334   1083    295    00 N 9 Tr. city                                          100,000.00 -     76      76
                   334   1083    296    00 N 9  "  St.                                          1,013,319.22CR -   76      81
                   334   1083    298    00 N 9  " ~~Bd~~ FED NOT RED                           - 913,319.22 -     76      81
                   334   1083    900    00 P 1 Const Engr.                                       112,781.25 -     76      81
                   334   1083    900    00 P 2  "    "                                            24,929.78 -     76      81
                   334   1083    900    00 N 1  "    "                                               907.20 -     76      78
                   334   1083    900    00 N 2  "    "                                               199.12 -     76      78
                   334   1083    900    01 P 1  "    "                                                ~~.45~~           81
                   334   1083    900    01 P 2  "    "                                              ~~.45CR~~     76      81
                   334   1083    900    02 P 1 SFO #2                                              1,718.15 -     77      78
                   334   1083    900    02 P 2  "   "                                                377.15 /     77      78
                   334   1083    900    07 P 1 SFO # 7"                                              164.34 /     77      77
                   334   1083    900    07 P 2  "   ""                                                36.08 -     77      77
                   334   1083    915    00 P 1 Audit                                                 811.61 -     77      80
                   334   1083    915    00 P 2  "                                                     18.85 -     78      79
                   334   1083    948    00 P 1 Const. Engr                                             5.42 -     81      81
                   334   1083    948    00 P 2  "    "                                                46.02 /     81      81
                   334   1083    948    00 N 1  "    "                                               112.01 /     81      81
                   334   1083    948    00 N 2  "    "                                               105.84 /     81      81
                   334   1083    950    00 P 1 Train.                                                374.11       76      77
                   334   1083    950    00 P 2  "                                                     82.12       76      77
                   334   1083    985    00 P 1 EEO                                                    12.22       76      77
                   334   1083    985    00 P 2  "                                                      2.81       76      77
                                TOT     P1                                                       865,753.70
                                TOT     P2                                                       197,514.25
                                TOT     P8                                                         1,206.67
                                TOT     N1                                                         4,611.84
                                TOT     N2                                                           304.96
                             ** JOB TOTALS **                  **                       **     1,069,391.42  **
```

TOTAL TO DATE JOB COST SUMMARY | JULY 1981 | PAGE 395

DESCRIPTION OF JOB OR DEPARTMENT		PREFIX	FUNCTION	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
TUALATIN VLY HY-S CTY LMT(HLB CONT NO		* FA PROJ NOS M			025001 100				STATE
	034	1997	296	00 N 9	Tr. St.			7,629.65CR	
	034	1997	298	00 N 9	" Fed			7,629.65	
	034	1997	901	00 P 1	Res. Engr			134.57	
	034	1997	905	00 P 1	Fin. Des			6,276.76	
	034	1997	906	00 P 1	Br. "			100 [illegible]	
	034	1997	907	00 P 1	Pre. "			[illegible]76 [illegible]	
	034	1997	909	00 P 1	R/w Des.			38.64	
	034	1997	910	00 P 1	S&G			398.45	
	034	1997	911	00 P 1	Signing			1,114.12	
	034	1997	914	00 P 1	Ut. Lia.			29.52	
	034	1997	915	00 P 1	Audit			95.74	
	034	1997	918	00 N 1	Rec & Hud.			33.00	
	034	1997	920	00 P 1	P.M.			97.28	
	034	1997	921	00 P 1	Specs			122.25CR	
	034	1997	923	00 P 1	Envir.			2.50	
	034	1997	923	00 N 1	"			60.00	
			TOT	P1				8,892.37	
			TOT	N1				93.00	
			** JOB TOTALS **			**	**	9,985.37	**
TUALATIN VY HY-E CTY LMT(HLBO CONT NO		* FA PROJ NOS M			011001 100				STATE
	034	1998	295	00 N 9	Tr. City			2,000.00	
	034	1998	296	00 N 9	" St.			26,304.75CR	
	034	1998	298	00 N 9	" Fed			24,304.75	
	034	1998	901	00 P 1	Res. Engr			2,462.59	
	034	1998	905	00 P 1	Fin. Des.			7,641.17	
	034	1998	907	00 P 1	Pre. "			15,635.11	
	034	1998	909	00 P 1	R/w Des.			113.09	
	034	1998	910	00 P 1	S&G.			283.96	
	034	1998	911	00 P 1	Sign.			834.22	
	034	1998	914	00 P 1	Ut. Lia.			24.48	
	034	1998	915	00 P 1	Audit			229.12	
	034	1998	921	00 P 1	Specs.			1,442.15	
	034	1998	923	00 P 1	Envir.			40.45	
			TOT	P1				28,706.34	
			** JOB TOTALS **			**	**	28,706.34	**
E MCMINNVILLE-AIRPORT RD	CONT NO		FA PROJ NOS F		023003 100				STATE
	036	1976	296	00 N 9		400.90CR	400.90CR	6,262.76CR	
	036	1976	298	00 N 9		400.90	400.90	6,262.76	
	036	1976	901	00 P 1		164.86	164.86	3,183.51	
	036	1976	907	00 P 1				957.32	
	036	1976	910	00 P 1		81.75	81.75	708.69	
	036	1976	911	00 P 1				160.16	
	036	1976	913	00 P 1				108.40	

77

8377

cc: State (H. S. Co er)
Washington, D.C. (HHO-32)

STATE COPY

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

FAU

REGION NO. 10	REPORT NO. 3	COUNTY Washington	DIVISION Oregon
DATE OF REPORT 10-30-78	REPORT MADE BY W. N. Bryant, Area Engineer		PROJECT NO. M-9011(1) M-9025(1)
COMPLETION DATE 8-31-77	ACCEPTANCE DATE BY CONTRACT AGENCY 7-11-78	TIME ELAPSED 130 %	CONTRACT TIME 200 C.D.
APPROVED EXTENSIONS None	LOCATION Beginning at intersection of State Route 8 (TV Hwy.) & Rood Br. Rd. (City of Hillsboro) S.E. 1.12 miles.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.* ✓

S.E. 13th AVE.-ROOD BR. ROAD
HILLSBORO CITY STREET
Grading, Paving, and Signals

This project provided for the grading, drainage, aggregate base, paving, signing and signals on 1.12 miles of City Streets. A contract in the amount of $829,090.86 was awarded Cascade Construction Co., Inc., Portland, Oregon, on 6-7-76. All work was completed in reasonably close conformance with the approved plans and specification including approved changes on 8-31-77 at a final cost of $1,036,658.02 or approximately 9 percent below the authorized amount of $1,139,818.21.

A total of 261 C.D. were used in completing the work as compared to the 200 C.D. specified. Liquidated damages in the amount of $9,150.00 were assessed accordingtly.

A statement of overruns and underruns are attached to the Division Office copy of this report which adequately explains all variations in the bid quantities. A copy of the State's Materials Certificate is also attached to the Division Office copy of this report which satisfactorily explains the reasons for acceptance of low compaction of the A.C. mixture without the assessment of liquidated damages.

RECEIVED STATE HWY ENGR NOV 7 '78 REFER TO FOR File Act Sign D/R R/O Inves Info

11-7-78

COPY SENT NOV 7 1978 Washington

11-8-78
Copies to:
Ed Hardt
Hank Rodriguez
Robert Childs
Jim Kinno
Structures
Traffic
Don Harnell
D. E. Swan

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE ~~Original Signed By~~ G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE	TITLE Field Operations Engineer	DATE 11/1/78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

STATE COPY

FORM APPROVED RCS HNO-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PPM 20-2 and PPM 40-41

ALL CARD — *To be completed by Washington Headquarters Personnel* 16 18 | 19 2 4 22 | 23 5 24 | 25 8 9 27 | 28 12 30 | 31 13 15 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
OREGON	WASHINGTON	M-9011(1) & M-9025(1)	URBAN XX RURAL

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		6201 Y031		DATE STARTED June 17, 1976
20	FINAL CONSTRUCTION COST	DOL.	960,085		DATE COMPLETED August 31, 1977
21	LENGTH OF PROJECT	MILES	1.426		TOTAL NO. BRIDGES -

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS - Attach plain sheet of paper)*

ITEM		TOTAL MAN HOURS	GROSS EARNINGS
30	LABOR	14,264	163,658

CARD	ITEM	DESCRIPTION	UNIT	QUANTITY	
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	413,325	
	9	PETROLEUM PRODUCTS	GAL.	35,043	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.	28,617	
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.	324,018	
	4	LUMBER	THSD. BD. FT.	.5	
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	1,821	
	8	STRUCTURAL STEEL	LB.	5,366	
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	2,331	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.	315	
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	8,676	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
		8"	2,142
		10"	76
		12"	392
		15"	212
		18"	987
		21"	2,111
		24"	1,905
		27"	2,439
		30"	446
		36"	23
CARD K	14	CLAY PIPE AND DRAIN TILE	
		6"	1,828
		8"	573
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

8377

July 11, 1978

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

Contract No. 8377 awarded to Cascade Construction Co., Inc., for work on the S.E. 13th Avenue-Rood Bridge Road (Hillsboro) Section of FAU 0005 and 0017 in Washington County was completed on August 31, 1977, and accepted by the State Highway Engineer on July 11, 1978.

Final payment in the amount of $769.77 will be released to the contractor after July 17, 1978. The total contract amount is $903,479.49 including $5,064.54 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Cascade Construction Co., Inc.
P. O. Box 4267
Portland, OR 97208

Gerlinger, Arnold & Reger Co.
201 American Bank Bldg.
Portland, OR 97205

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

8377

9

ROBERT W. STRAUB

Oregon State Highway Division

June 7, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8377

Retainage requirements on this project have been reduced to zero. There presently is $1,000.00 deposited in lieu of retainage. This may be released or transferred to another project.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company

bc: C.W. Head
~~R. Church~~
C.W. Barrett, Jr.

NOTED
C. W. HEAD

2377

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 6-10

PROJECT REPORT NUMBER

MODIFICATION NUMBER 4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

5-30-78

Approved; O M B No. 04-R2089

State Oregon

County Washington

Project Number M-9011(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 12, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 880,904.00	$ 949,791.00
Federal funds	$ 755,810.00	$ 814,919.00
Other revisions		

This modification is made for the following reasons:

To include increase in cost of contract items.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of May, 1978.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon

Federal Aid Project
No. M-9011(1)

TUALATIN VALLEY HWY.-E. CITY LIMITS (HILLSBORO) SECTION
FAU 9011 S.E. RIVER ROAD IN WASHINGTON COUNTY

Revised Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required	$ 28,200.00
	Total	$ 28,200.00

Type Code 6201
Roadway (Sta. 0+26 to Sta. 64+00.42)

Sub-Total on Previous Estimate March 24, 1977	$ 732,696.59

Previous Estimate

Flagman	400 hours	15.00	$ 6,000.00
General Excavation	12,080 cu.yd.	1.73	20,898.40
Trench Excavation	7,090 cu.yd.	4.75	33,677.50
Concrete Driveways	1,250 sq.yd.	10.20	12,750.00
Extra for Asphalt Appr.	11 only	125.00	1,375.00
			$ 74,700.90

Revised Estimate

Flagman	983 hours	$ 14,745.00
General Excavation	13,659.5 cu.yd.	23,630.94
Trench Excavation	8,286.09 cu.yd.	39,358.93
Concrete Driveways	1,569.77 sq.yd.	16,011.65
Extra for Asphalt Appr.	72 only	9,000.00
		$ 102,746.52
	Increase	$ 28,045.62
	Sub-Total	$ 760,742.21
	Engineering	114,110.79
	Total	$ 874,853.00

Type Code Y031
Traffic Signals (Sta. 25+98.11 and Sta. 62+54.71)

Traffic Signal Installation, Complete	All Required	$ 24,467.00
PA 7 Traffic Signal Revision	Lump Sum	18,022.15
	Sub-Total	$ 42,489.15
	Engineering	3,302.85
	Engineering (Signal Controller Testing)	946.00
	Total	$ 46,738.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
P.E.	$ 28,200.00	$ 24,195.00	$ 2,002.50	$ 2,002.50
Roadway	874,853.00	750,623.00	62,115.00	62,115.00
Traffic Signals	46,738.00	40,101.00	3,318.50	3,318.50
Total	$ 949,791.00	$ 814,919.00	$ 67,436.00	$ 67,436.00

Length of Roadway..........1.12 Miles
Cost of Roadway............$781,118.75

Group 1 - 82%
Contract No. 8377
Prefixes 334-1083
34-1998 P.E.

5-7-7

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 3		Project Number M-9011(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 12, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 871,763	$ 880,904
Federal funds	$ 747,971	$ 755,810
Other revisions		

This modification is made for the following reasons:

To include increase in cost of SFO #5.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of March, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

GEN. FILES

Oregon State Highway Division
Salem, Oregon March 24, 1977

Federal Aid Project
No. M-9011(1)

TUALATIN VALLEY HWY.-E. CITY LIMITS (HILLSBORO) SECTION
FAU 9011 S.E. RIVER ROAD IN WASHINGTON COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 28,200.00
	TOTAL	$ 28,200.00

Type Code 6201
Roadway (Sta. 0+26 to Sta. 64+00.42)

Subtotal on previous estimate of February 11, 1977		$724,386.59
Previous Estimate		
SFO 5 SPTC Revise RR Crossing	All Required	$ 9,000.00
		$ 9,000.00
Revised Estimate		
SFO 5 SPTC Revise RR Crossing	All Required	$ 17,310.00
		$ 17,310.00
	Increase	8,310.00
	Subtotal	$732,696.59
	Engineering	73,269.41
	TOTAL	$805,966.00

Type Code Y031
Traffic Signals (Sta. 25+98.11 and Sta. 62+54.71)

Traffic Signal Installation, Complete	All Required	$ 24,467.00
PA 7 Traffic Signal Revisions	Lump Sum	18,022.15
	Subtotal	$ 42,489.15
	Engineering	3,302.85
	Engineering (Signal Controller Testing)	946.00
	TOTAL	$ 46,738.00

Length of Roadway - - - - - - - - - - 1.12 miles

Cost of Roadway Per Mile- - - - - - $719,612.50

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 28,200.00	$ 24,195.00	$ 2,002.50	$ 2,002.50
Roadway	805,966.00	691,514.00	57,226.00	57,226.00
Traffic Signals	46,738.00	40,101.00	3,318.50	3,318.50
TOTAL	$880,904.00	$755,810.00	$62,547.00	$62,547.00

Group 1 - 82%
Contract No. 8377
Prefixes: 334-1083
34-1998 P.E.

Pro Rata 85.8%

8-3-77

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 2-95	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 2		Project Number M-9011(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on January 12, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 795,502	$ 871,763
Federal funds	$ 622,001	$ 747,971
Other revisions		

This modification is made for the following reasons:

To include additional approved items of work and increase federal aid pro rata to 85.80%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 14th day of February, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By Ed Hunter

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

30717

Oregon State Highway Division
Salem, Oregon, February 11, 1977

Federal Aid Project
No. M-9011(1)

TUALATIN VALLEY HWY.-E. CITY LIMITS (HILLSBORO) SECTION FAU 9011 S.E. RIVER ROAD IN WASHINGTON COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 28,200.00
	Total		$ 28,200.00

Type Code 6201
Roadway (Sta. 0+26 to Sta. 64+00.42)

Subtotal on previous estimate of June 17, 1976			$671,445.14

Additional Approved Items

PA 5 Bituminous Base Mixture	2,618 ton	10.00	26,180.00
PA 5 Asphalt Cement in Bituminous Base Mixture	143 ton	60.00	8,580.00
PA 6 Construct Type G-1 Concrete Inlets	21 only	225.00	4,725.00
PA 8 Temporary Continuous Rail Traffic Barrier	225 lin.ft.	4.95	1,113.75
EWO 2 Hookup to House Drains	All Required (80%)		1,502.70
SFO 4 Bikeway Signs	All Required (80%)		1,840.00
SFO 5 SPTC Revise RR Crossing	All Required		9,000.00
	Increase		52,941.45
	Subtotal		$724,386.59
	Engineering		72,438.41
	Total		$796,825.00

Type Code Y031
Traffic Signals (Sta. 25+98.11 and Sta. 62+54.71)

Traffic Signal Installation Complete	All Required	$ 24,467.00
PA 7 Traffic Signal Revisions	Lump Sum	18,022.15
	Subtotal	$ 42,489.15
	Engineering	3,302.85
	Engineering (Signal Controller Testing)	946.00
	Total	$ 46,738.00

Length of Roadway - - - - - - 1.12 Miles
Cost of Roadway Per Mile - - $711,450.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 28,200.00	$ 24,195.00	$ 2,002.50	$ 2,002.50
Roadway	796,825.00	683,675.00	56,575.00	56,575.00
Traffic Signals	46,738.00	40,101.00	3,318.50	3,318.50
Total	$871,763.00	$747,971.00	$61,896.00	$61,896.00

Group 1 - 82%
Contract No. 8377
Prefixes: 334-1083
34-1998 P.E.

Pro Rata 85.8%

1-277 13

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-118		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 1		Project Number M-0005(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on January 12, 1976,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 25,000	$ 795,502
Federal funds	$ 19,500	$ 622,001
Other revisions		

This modification is made for the following reasons:

To include contract for construction work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of June, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 895-313

Oregon State Highway Division
Salem, Oregon, June 17, 1976

Federal-Aid Project
No. M-0005(1)

Tualatin Valley Hwy.-E. City Limits (Hillsboro) Section
FAU 0005 S.E. River Road
Washington County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All	Required		$ 30,000.00

Type Code 6201
Roadway (Sta. 0+26 to Sta. 64+00.42)

Mobilization	All	Required (80%)		28,000.00
Temporary Protection and Direction of Traffic	All	Required (67%)		2,345.00
Temporary Signs	163	sq.ft.	7.50	1,222.50
Temporary Barricades	12	only	137.50	1,650.00
Flagmen	400	hours	15.00	6,000.00
Clearing and Grubbing	All	Required (80%)		2,841.60
Removal of Structures and Obstructions	All	Required (80%)		3,520.00
Ditch Excavation	50	cu.yds.	25.00	1,250.00
General Excavation	12,080	cu.yds.	1.73	20,898.40
Trench Excavation	7,090	cu.yds.	4.75	33,677.50
Finishing Roadbed and Slopes	All	Required (80%)		8,784.00
Watering	205	M-gals.	6.00	1,230.00
Coarse Aggregate Base	5,710	tons	4.00	22,840.00
Class "B" or Class "C" Asphalt Concrete Mixture	17,200	tons	10.00	172,000.00
Asphalt Cement in Mixture	1,120	tons	60.00	67,200.00
Asphalt in Tack Coat	5	tons	150.00	750.00
8-inch Sewer Pipe	1,718	lin.ft.	3.20	5,497.60
12-inch Sewer Pipe	314	lin.ft.	8.25	2,590.50
15-inch Sewer Pipe	320	lin.ft.	8.80	2,816.00
18-inch Sewer Pipe	442	lin.ft.	9.17	4,053.14
21-inch Sewer Pipe	2,128	lin.ft.	11.50	24,472.00
24-inch Sewer Pipe	1,896	lin.ft.	13.75	26,070.00
27-inch Sewer Pipe	1,980	lin.ft.	18.90	37,422.00
Concrete Manholes	18	only	914.00	16,452.00
Concrete Inlets, Type CG-1	59	only	230.00	13,570.00
Concrete Inlets, Type G-2	1	only	225.00	225.00
8-inch Drain Pipe	1,190	lin.ft.	3.20	3,808.00
Special Filter Material in Drains	109	cu.yds.	20.00	2,180.00
Concrete Walks	8,000	sq.yds.	6.70	53,600.00

Concrete Driveways	1,250 sq.yds.	10.20	12,750.00
Concrete Curbs	810 cu.yds.	67.15	54,391.50
Extra for Asphalt Approaches	11 only	125.00	1,375.00
Loose Riprap Class 700	40 cu.yds.	20.00	800.00
Salvaging Guard Rail	25 lin.ft.	1.00	25.00
Guard Rail, Type 1, Salvaged Type 1	25 lin.ft.	2.50	62.50
Adjusting Manholes	19 only	80.00	1,520.00
Adjusting Inlets	1 only	100.00	100.00
Seeding and Mulching	1.6 acres	469.00	750.40
Furnishing and Planting Trees	93 only	32.00	2,976.00

SIGNING

Removal of Existing Sign Installation	All Required (67%)		335.00
Move Existing Signs	All Required (100%)		200.00
Wood Sign Posts	All Required (80%)		2,700.00
Type "C" and "D" Signs in Place	216 sq.ft.	6.50	1,404.00
Type "I" Signs in Place	54 sq.ft.	6.75	364.50
Type "EE" Signs in Place	44 sq.ft.	9.00	396.00
Type "U" Signs in Place	59 sq.ft.	10.00	590.00
			$647,705.14

Additional Items

Railroad Protective Costs	All Required (50%)	$ 3,100.00
Permanent Pavement Striping (E.W.)	All Required (80%)	240.00
Stage Construction Striping (E.W.)	All Required (80%)	800.00
Temporary Erosion Control (E.W.)	All Required (80%)	2,000.00
On-the-Job Trainees (2 @ $800)(E.W.)	All Required	1,600.00
Lime Treatment of Wet Subgrade (E.W.)	All Required (80%)	16,000.00
		$ 23,740.00
	Subtotal	$671,445.14
	Engineering	67,143.86
	Total	$738,589.00

Type Code Y031
Traffic Signals (Sta. 25+9811 and Sta. 62+54.71)

Traffic Signal Installation, Complete	All Required	$ 24,467.00
	Subtotal	$ 24,467.00
	Engineering (Signal Controller Testing)	1,500.00
	Engineering	946.00
	Total	$ 26,913.00

Length of Roadway - - - - - - - - - - 1.12 Miles

Cost of Roadway Per Mile - - - - - $659,454.46

Retained in Program Status
(Not included in totals below)

Bikeway Signs	All Required (80%)	$ 1,840.00
Furnish and Install Monument Boxes	All Required (80%)	800.00
Move Existing Fences, Shrubs, Etc.	All Required (80%)	1,600.00
Hookups to Misc. House Field Drains	All Required (80%)	800.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
Preliminary Engineering	$ 30,000.00	$ 23,456.00	$ 3,272.00	$ 3,272.00
Roadway	738,589.00	577,502.00	80,543.00	80,544.00
Traffic Signal	26,913.00	21,043.00	2,935.00	2,935.00
Total	$795,502.00	$622,001.00	$86,750.00	$86,751.00

Group 1	82%
Contract No.	8377
Prefix No.	334-1083
Prefix No.	34-1998 P.E.

Tualatin Valley Hwy.-E. City Limits (Hillsboro) Section
Nonparticipating - State Work

Furnish Mail Box Posts	All Required		$ 300.00
Setting Mail Box Posts	42 only	25.00	1,050.00
	Total		$ 1,350.00

8377

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

May 4, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.
Contract 8377

In accordance with Cascade Construction's memo of May 2nd the $14,000.00 deposit in lieu of retainage released on this project is being transferred to the unallocated account.

Vernon E. Skoog
Controller

By ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

BC: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

Form 81-734-3122

8377

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 1, 1978

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Eompany, Inc.
Contract 8377

Retainage requirements on this project have been reduced to $1,000. Their presently is $15,000 on deposit. $14,000 may be released or transferred to other projects.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: Cascade Construction Company, Inc.

NOTED
C. W. HEAD

bc: C.W. Head
R. Church
C.W. Barrett, Jr. ([redacted])

January 4, 1978

Mr. John M. Godsey, Jr., P.E.
City Engineer
City of Hillsboro
205 S.E. Second Avenue
Hillsboro, Oregon 97123

Dear Mr. Godsey:

In response to your December 20, 1977, letter regarding match ratio and finalizing of the River Road and Minter Bridge Road project, we will collect federal aid at the 86 percent and 14 percent match ratio as you requested.

The railroad crossing work on the project requires an audit by our Finance Section prior to finalizing the project. We anticipate final billing of the City's share of the project by June 30, 1978.

Very truly yours,

F. B. Klaboe, Assistant
Director for Operations

bc: D. H. Moehring
G. W. Wimer
Jon Rose
Jim Kinns

GEZ:ljt srb

M- 9011 & 9025

City Of Hillsboro

205 S.E. Second Ave. ▫ 648-0821 ▫ Hillsboro, Oregon 97123

December 20, 1977

F. B. Klaboe
Director of Operations
Oregon Department of Transportation
Transportation Building
Salem, OR 97310

Dear Mr. Klaboe:

Joint federal aid construction projects on S.E. River Road and S.E. Minter Bridge Road in the City of Hillsboro are nearing finalization.

In accordance with your August 15, 1977, letter regarding federal aid match ratio the City of Hillsboro requests that the match ratio be changed from 78% and 22% to 86% and 14%.

The City would like to do this to reduce the local share portion of the project.

Please notify me if this change can be made and when I can expect the finalization of the above projects.

Sincerely,

JM Godsey Jr

John M. Godsey Jr., P.E.
City Engineer

cc: Jon Rose, Federal Aid Engineer
Don Harwell, City-County Engineer

mb

1-3-78
Talked to Jim kinns
re: final billing project.
He says due to RR Xing
work ($16,000) on audit is
required. Final estimate
hasn't been prepared. He
says 6 months to final.

PROJECT MANAGEMENT
PME ☒ CCE ☐ OM ☐
LGE [✓ ☐] FAE ☐ OPE ☐
DEC 27 1977
M
File: PM FA
TAA Zehner LG OP
through LGE

RECEIVED
DOT OPERATIONS
DEC 23 77
REFER TO,
Moellering
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

8377

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

December 14, 1977

Cascade Construction Company, Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jon Morris
Vice President

Re: Contract 8377

Gentlemen:

Retainage requirements on this project have been reduced to $15,000.00. You currently have $48,000.00 on deposit. This releases $33,000.00.

Please notify this office as to the disposition of the excess deposit.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8377 9

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SE 13TH AVE-ROOD BRIDGE RD (HILLSBORO)

WEEK ENDING: DECEMBER 10, 1977

SECTION PREFIX: 334-1083

HIGHWAY: FAU 0005 FAU 0017

COUNTY: WASHINGTON

NAME OF JOB: SE 13th Avenue-Rood Br.Rd. (Hillsboro)

KIND OF WORK: Grade - Pave - Signals

CONTRACTOR: Cascade Construction Company, Inc.

CONTRACT NUMBER: 8377

FEDERAL AID PROJECT NUMBER: M-9011(1) M-9025(1)

DATE OF CONTRACT: June 7, 1976

DATE WORK STARTED: June 17, 1976

COMPLETION DATE: August 31, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 2 SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS a)150 b)200

CALENDAR DAYS USED 261

(Increased ProjAuth 6/21/77) 1,139,818

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 131

PROJECT AUTHORIZATION: $ 986,077

(" Exclusive Engr. ") 1,009,818

Approved Add/Auth 51,809

EXCLUSIVE OF ENGINEERING: $ 907,886

ENGINEERING AUTHORIZATION $ 78,191

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 962,461

ENGINEERING COST TO DATE $ 134,600

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: UNDERRUN 4.7 %

PERCENT OF AUTHORIZATION 103.5 %

DATE PROJECT WAS COMPLETED: August 31, 1977

SEMI-FINAL ESTIMATE DELIVERED TO REGION OFFICE 11/18/77

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	Sidewalks	curbs	signals	paving
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.51	1.51			1.51
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.51	1.51			1.51
TOTAL ESTIMATED QUANTITIES (CONTRACT)	14,673 cy	7,260 Ton			21,300 Ton
TOTAL QUANTITIES CORRECTED TO DATE	16,706 cy	7,396 Ton			22,973 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	16,706 cy	7,396 Ton			22,973 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Ladder Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		
MONDAY	Fair	0		
TUESDAY	Cold Showers	0		
WEDNESDAY	Cold Showers	0		
THURSDAY	Overcast	0		
FRIDAY	Overcast Showers	0		
SATURDAY	Overcast Showers	0		

Routing
RECEIVED
DEC 12 1977
CONSTRUCTION SECTION

Hopkins
Johnson
Inioes
Richards
Glenn
Berg
Church
Gebauer
Widmer

K

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Hansen Electric Company - Two men repaired controller box at River Road and Minter Bridge Road, installed the backboards on signal heads and performed the required cleanup.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Hansen Electric Company this week repaired the controller box at the River Road - Minter Bridge Road intersection - placed the backboards on the signal heads and did the required cleanup throughout the project.
The semi-final estimate has been submitted. ~~[illegible]~~ The PR-47 submitted this week.
The only ~~[illegible]~~ remaining items to clear up will be the receiving of bills for EWO #6 which has been long completed and the showing on the Post-Semi-Final of the PA#7 "Signal Revision" being 100% complete.
This will be the last weekly report -

Const ✓
BPR
Region
File

SIGNED E. Rodrigues
by d.w.helquist
LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

October 19, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received your letter of October 13th indicating safekeeping receipt 210654 in the amount of $145,000 has been replaced by safekeeping receipt 210863 in the amount of $168,000 maturing October 15, 1977.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 48,000	$ -0-	$ 48,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	30,000	5,000	35,000
8539	23,000	7,000	30,000
8587	-0-	5,000	5,000
8590	-0-	5,000	5,000
8591	-0-	5,000	5,000
Unallocated	4,000	(4,000)	-0-
	$145,000	$23,000	$168,000

Vernon E. Skog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Company, Inc.

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

September 16, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Co.,Inc.

We have received safekeeping receipt 210654 for certificate 332502 in the amount of $145,000 maturing October 12, 1977. This replaces safekeeping receipt 210414 for certificate 332261 in the amount of $135,000.

Security Summary

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ 2,000	$ 48,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	30,000	--	30,000
8539	19,000	4,000	23,000
Unallocated	--	4,000	4,000
	$ 135,000	$ 10,000	$ 145,000

Vernon E. Skoog
Controller

by ____________________
James J. Kinns

NOTED
C. W. HEAD

JJK:mm

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett,Jr.(Att.)

8377

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

August 15, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy,
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received Safekeeping receipt 210414 for certificate 332261 in the amount of $135,000 maturing 9-12-77. This replaces safekeeping receipt 210148 for certificate 312866 in the amount of $125,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 46,000	$ -0-	$ 46,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	25,000	5,000	30,000
8529	1,250	(1,250)	-0-
8539	12,750	6,250	19,000
	$125,000	$10,000	$135,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: Cascade Construction

bc: C.W. Head
R. Church
C.W. Barrett, JR.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8377

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

July 18, 1977

U.S. National Bank
Main Office
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 210148 for savings certificate 312866 in the amount of $125,000 maturing August 8, 1977. This replaces savings receipt 209486 in the amount of $100,000.

Security Summary:

Contract	Prior Allocation	Change	New Allocation
8377	$ 50,000	(4,000)	$ 46,000
8459	10,000	--	10,000
8463	5,000	--	5,000
8466	20,000	--	20,000
8468	5,000	--	5,000
8520	6,000	19,000	25,000
8529	1,250	--	1,250
8539	2,750	10,000	12,750
	$ 100,000	$25,000	$ 125,000

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

NOTED
C. W. HEAD

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C.W. Barrett Jr.(Att.)

8377 15

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

June 15, 1977

Cascade Construction Co. Inc.
P.O. Box 4267
Portland, OR 97208

Attention: Jan Morris
Vice President

In accordance with your memo of June 10, 1977 and our phone conversation of June 13, 1977 the following reallocation of deposits is being made:

Security Summary :

Contract	Prior Total	Change This Transaction	New Total
8332	$ 1,000	$ (1,000)	$ -0-
8377	50,000	-0-	50,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	20,000	-0-	20,000
8468	5,000	-0-	5,000
8520	-0-	6,000	6,000
8529	-0-	1,250	1,250
8539	-0-	2,750	2,750
Unallocated	9,000	(9,000)	-0-
	$ 100,000	-0-	$100,000

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

JAF:r:ia

bc R. A. Burco
C. W. Head
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
C. T. Keasey
John Sheldrake
Program Management
V. E. Skoog
George Bell
Max Klotz

DATE: May 31, 1977

TO: Oregon Transportation Commission

FROM:
H. S. Coulter
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Contract No. 8377
S.E. 13th Ave.-Rood Bridge Road (Hillsboro)

An 11.56 percent overrun on this Urban System Project in the City of Hillsboro is now expected. The project covers improvement of a total of 1.42 miles on two different streets (Minter Bridge Road and S.E. River Road) by widening to provide median turn lanes, storm drainage, curbs and signalizing two intersections. Cascade Construction Company is the contractor and the overall project is considered 92 percent completed. The project is under a stop work order awaiting signal controllers to complete the signal work. The roadway work was all completed within the allowable contract time for that phase as of November 27, 1976.

Overruns amounting to over $37,000 accumulated in several bid items to correct soft subgrade conditions and provide for traffic during the stage construction.

The largest single item of added work is for railroad protective devices at two crossings of the Southern Pacific. Funding for this was not included in the project authorization and the PUC ordered cantilever flashing light protection after the contract had started. The unanticipated railroad work has added $47,410, or 4.8 percent of the original project authorization.

A price agreement change in the two signals to make them independently actuated, rather than intertied also added over $18,000. The above additions are all federal participating.

Engineering will overrun due to the added work, delay in completion of the changed signals, and crew relocation costs.

Your approval is requested for an increase of $153,740.58 to a new total authorization of $1,139,813.21. This item will be on the Consent Calendar for the June 21 meeting.

Form E-373 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project SE 13TH AVENUE - ROOD BRIDGE ROAD (HILLSBORO) Date APRIL 25, 1977

Highway FAU 0005 & FAU 0017 Contract No. 8377

County WASHINGTON Kind of Work GRADE-PAVE-SIGNALS Contractor CASCADE CONSTRUCTION CO.

	Authorized	Estimated	
Contract Amount	$ 829,090.86	$ 835,959.34	
Anticipated Items	39,700.00	26,341.37	
Contingency (4½%)	39,095.59	39,095.59	
Engineering	78,191.18	130,000.00	
~~Credit~~ "Unanticipated Items"		108,421.91	
PROJECT COST	$ 986,077.63	$ 1,139,818.21	
NET INCREASE $		153,740.58	11.56%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount		Net Change	
Bid Item # 5	Flagging	$ 17,520.00	+	$ 8,520.00	OR
Bid Item # 9	General Excavation	28,901.38	+	3,517.09	OR
Bid Item #10	Trench Excavation	47,381.07	+	5,989.57	OR
Bid Item #31	6" Drain Pipe	5,301.20	+	4,953.20	OR
Bid Item #35	Concrete Driveways	19,528.92	+	4,228.90	OR
Bid Item #37	Extra For AC Approaches	9,750.00	+	8,250.00	OR
Bid Item #41	Adjusting Manholes	2,560.00	+	880.00	OR
Bid Item #42	Adjusting Inlets	1,100.00	+	1,000.00	OR
P.A. #1	Lime Treatment	13,816.80	-	6,183.20	UR
E.W.O. # 5&6		4,567.67	-	332.33	UR
S.F.O. # 1,2,3,4,6 & 7		7,956.90	-	4,343.10	UR
Engineering		130,000.00	+	51,808.82	OR
P.A. #2 thru #8	Signal change; Temp. rail, Substitute bit. base		+	60,024.14	OR
E.W.O. #5 & 6	Misc. Conc. removal; Adjust pole base $108,421.91 ←		+	987.77	OR
S.F.O. #5	Railroad Crossing Protection		+	47,410.00	OR

+37,338.76

Principal reasons for overruns (Continue on reverse side):

ITEM #5 FLAGGING Detour of traffic could not be done as planned - had to carry traffic through project more than anticipated.

ITEM #6 GEN.EXC. Considerable more below grade excavation than planned.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by P.F. BURNETT Resident Engineer

Noted by for Construction or Bridge Engineer

Confirmed by Marion Croft fr Division Engineer

Noted by H. S. Coulter ~~Deputy or~~ State Highway Engineer

Item #10 TRENCH EXCAVATION - Unexpected overrun in 6" & 8" drain pipe and sewer pipe.
Item #31 6" DRAIN PIPE - More control lines for house drain hookups than anticipated.
Item #35 CONCRETE DRIVEWAY - Some additional driveways added - when residents realized "No Parking at Curb" they requested wider driveways with the City Engineer's concurrence.
Item #37 EXTRA FOR AC APPR. - Original estimate underestimated.
Item #41 ADJUST MANHOLES - Detour stage construction required double adjustments.
Item #42 ADJUST INLETS - Original estimate underestimated.
P.A. #1 LIME TREATMENT - Overestimated.
E.W.O.#1 thru #4 - Small dollar amount underrun overall.
S.F.O.#1,2,3,4,6 & 7 - Anticipated items - underrun largely in SPTC RR Protection Costs.

ENGINEERING - Overrun of engineering due largely to delay in completion of project.
P.A. #2 thru #8 - Extra items needed to construct or change unforeseen designs.
E.W.O.#5 & #6 - Added work needed as requested by Resident Engineer.
S.F.O.#5 - Southern Pacific Railroad reimbursement - City of Hillsboro projected no revision or costs to the two railroad crossings in their estimate.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8377

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 25, 1977

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: S.E. 13th Avenue-Rood Bridge Road (Hillsboro)
Contract No. 8377
Request for Increase in Project Authorization

An 11.56 percent overrun on this Urban System Project in the City of Hillsboro is now expected. The project covers improvement of a total of 1.42 miles on two different streets (Minter Bridge Road and S.E. River Road) by widening to provide median turn lanes, storm drainage, curbs and signalizing two intersections. Cascade Construction Company is the contractor and the overall project is considered 92 percent completed. The project is under a stop work order awaiting signal controllers to complete the signal work. The roadway work was all completed within the allowable contract time for that phase as of November 27, 1976.

There are accumulated overruns in several regular contract items for flagging, subexcavation of soft subgrade, concrete driveways, approaches and drainage work. These amount to over $37,000 which could have been absorbed by the contingency allowance in the project.

The largest single item of added work is for the added railroad protective devices at two crossings of the Southern Pacific. Funding for this was not included in the project authorization and the PUC ordered cantilever flashing light protection after the contract had started. The unanticipated railroad work has added $47,410, or 4.8 percent of the original project authorization.

A price agreement change in the two signals to make them independently actuated, rather than intertied also added over $18,000. The above additions are all federal participating.

Engineering will overrun. The original Resident Engineer on the project retired and the project is being completed by a Resident moved in from Region 5.

Added negotiated pricing on this project is a very small percentage, so we have no involvement with PCRB.

A rough draft letter to the Transportation Commission requesting an increase of $153,740.58 to a new total authorization of $1,139,818.21 is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
MAY 27 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 8

Project Name S.E. 13th Avenue - Rood Br. Rd.(Hillsboro) Date April 20, 1977

Highway FAU 0005 FAU 0017 Contract No. 8377 F. A. Project No. M-9011(1) M-9025(1)

County Washington Prefix 334-1083 Account No. 270

Description of Work To Be Done: Replace damaged loop detector for signalization near railroad tracks on River Road.

Location by Station Numbers: Station 1+00

FHWA-ORE DIV APPROVED EFFEC. 4-26-77

Estimate of Quantities and Costs:

Labor	$ 500
Materials	$ 250
Equipment	$ 200
TOTAL	$ 950

Explanation: This loop damaged during construction last year. Due to work by railroad company adjusting signal arms at crossing - this work to restore loop was delayed.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 986,077
Present estimate of project cost, including $ 950 for work under this order	$ 1,079,094
Expected over-run (amount)	$ 93,017
Expected over-run (per cent)	9.4

Space to right of this line is for use of Salem Office

Submitted by: P. F. BURNETT Resident Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approval Recommended: Marvin Groff Division Engineer

Approved: ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer or~~ Construction ~~Office~~ Engineer.

State Printing

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 2		Project Number M-9025(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 23, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 200,482	$ 210,492
Federal funds	$ 172,013	$ 180,600
Other revisions		

This modification is made for the following reasons:

To include increase in cost of SFO #5.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of March, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

~~Deputy~~ Asst. State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Gen Files

Oregon State Highway Division
Salem, Oregon March 24, 1977

Federal Aid Project
No. M-9025(1)

TUALATIN VALLEY HWY.-S. CITY LIMITS (HILLSBORO) SECTION

S.E. MINTER BRIDGE ROAD IN WASHINGTON COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 8,400.00
	TOTAL	$ 8,400.00

Type Code 6201
Roadway(Sta. MBN 9+06 to Sta. MBN 0+00 Bk = MBS 0+00 Ah to Sta. MBS 7+09.20.)

Subtotal on previous estimate of February 11, 1977		$174,620.02
Previous Estimate		
SFO 5 SPTC Adjust RR Crossing	All Required	$ 6,000.00
		$ 6,000.00
Revised Estimate		
SFO 5 SPTC Revise RR Crossing	All Required	$ 15,100.00
		$ 15,100.00
	Increase	9,100.00
	Subtotal	$183,720.02
	Engineering	18,371.98
	TOTAL	$202,092.00

Length of Roadway - - - - - - - - - - 0.306 mile
Cost of Roadway Per Mile- - - - - - $660,431.37

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 8,400.00	$ 7,207.00	$ 596.50	$ 596.50
Roadway	202,092.00	173,393.00	14,349.50	14,349.50
TOTAL	$210,492.00	$180,600.00	$ 14,946.00	$14,946.00

Group 2 - 18% Prefixes: 334-1083 Pro Rata 85.8%
Contract No.: 8377 34-1997

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 2-46		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Washington
MODIFICATION NUMBER 1	2-17-77	Project Number M-9025(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on June 23, 1976,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 190,101	$ 200,482
Federal funds	$ 148,638	$ 172,013
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities and additional approved items of work and increase federal aid pro rata to 85.80%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February, 1977.

Oregon State Highway Division
(Official name of Highway Agency)

By Ed Hunter

Deputy State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon, February 11, 1977

Federal Aid Project
No. M-9025(1)

TUALATIN VALLEY HWY.-S. CITY LIMITS (HILLSBORO) SECTION
S.E. MINTER BRIDGE ROAD IN WASHINGTON COUNTY

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 8,400.00
	Total	$ 8,400.00

Type Code 6201
Roadway (Sta. MBN 9+06 to Sta. MBN 0+00 Bk = MBS 0+00 Ah to Sta. MBS 7+09.20)

Subtotal on previous estimate of June 17, 1976 $163,728.72

Previous Estimate

Class 'B' or Class 'C' Asphalt Concrete Mixture	4,100 ton	10.00	41,000.00
6-inch Drain Pipe	120 lin.ft.	2.90	348.00
			41,348.00

Revised Estimate

Class 'B' or Class 'C' Asphalt Concrete Mixture	4,293 ton	10.00	42,930.00
6-inch Drain Pipe	517 lin.ft.	2.90	1,499.30
PA 6 Construct Type G-1 Concrete Inlet	6 only	225.00	1,350.00
SFO 4 Bikeway Signs	All Required (20%)		460.00
SFO 5 SPTC Adjust RR Crossing	All Required		6,000.00
			52,239.30
	Increase		$ 10,891.30
	Subtotal		$174,620.02
	Engineering		17,461.98
	Total		$192,082.00

Length of Roadway - - - - - - 0.306 Mile
Cost of Roadway Per Mile - - $627,718.95

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P. E.	$ 8,400.00	$ 7,207.00	$ 596.50	$ 596.50
Roadway	192,082.00	164,806.00	13,638.00	13,638.00
Total	$200,482.00	$172,013.00	$14,234.50	$14,234.50

Group 2 - 18%
Contract No. 8377
Prefixes: 334-1083
34-1997

Pro Rata 85.8%

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO.
6-119

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

1 23 76

State Oregon
County Washington
Project No. M-0017(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23 U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St. Jct. St. Rt. 8 (Hillsboro) S. 0.3 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	4-16-75	0.306
RIGHTS-OF-WAY		
CONSTRUCTION	5-5-76	0.306
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 190,101	$ 148,638

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By ______________________
(Title)

By ______________________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator [illegible] 2[illegible] 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions
are contained in the State-City Agreement approved
by the Oregon Transportation Commission on May 2, 1975.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

Oregon State Highway Division
Salem, Oregon, June 17, 1976

Federal-Aid Project
No. M-0017(1)

Tualatin Valley Hwy.-S. City Limits (Hillsboro) Section
FAU 0017 S.E. Minter Bridge Road
Washington County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All	Required		$ 10,000.00

Type Code 6201
Roadway (Sta. MBn 9+06 to Sta. MBn 0+00 Bk = Sta. MBs 0+00 Ah to Sta. MBs 7+09.20)

Mobilization	All	Required (20%)		$ 7,000.00
Temporary Protection and Direction of Traffic	All	Required (33%)		1,155.00
Temporary Signs	89	sq.ft.	7.50	667.50
Temporary Barricades	4	only	137.50	550.00
Flagmen	200	hours	15.00	3,000.00
Clearing and Grubbing	All	Required (20%)		710.40
Removal of Structures and Obstructions	All	Required (20%)		880.00
General Excavation	2,593	cu.yds.	1.73	4,485.89
Trench Excavation	1,624	cu.yds.	4.75	7,714.00
Finishing Roadbed and Slopes	All	Required (20%)		2,196.00
Watering	55	M-gals.	6.00	330.00
Coarse Aggregate Base	1,550	tons	4.00	6,200.00
Class "B" or Class "C" Asphalt Concrete Mixture	4,100	tons	10.00	41,000.00
Asphalt Cement in Mixture	260	tons	60.00	15,600.00
Asphalt in Tack Coat	1	ton	150.00	150.00
8-inch Sewer Pipe	262	lin.ft.	3.20	838.40
10-inch Sewer Pipe	54	lin.ft.	10.00	540.00
12-inch Sewer Pipe	54	lin.ft.	8.25	445.50
18-inch Sewer Pipe	514	lin.ft.	9.17	4,713.38
24-inch Sewer Pipe	18	lin.ft.	13.75	247.50
27-inch Sewer Pipe	450	lin.ft.	18.90	8,505.00
30-inch Sewer Pipe	446	lin.ft.	23.80	10,614.80
36-inch Sewer Pipe	26	lin.ft.	33.00	858.00
Extra for Pipe Under Pavement	16	lin.ft.	7.00	112.00
Concrete Manholes	4	only	914.00	3,656.00
Concrete Inlets, Type CG-1	12	only	230.00	2,760.00
6-inch Drain Pipe	120	lin.ft.	2.90	348.00
Special Filter Material in Drains	18	cu.yds.	20.00	360.00
Concrete Walks	2,000	sq.yds.	6.70	13,400.00

Concrete Driveways	250 sq.yds.	10.20	2,550.00
Concrete Curbs	170 cu.yds.	67.15	11,415.50
Extra for Asphalt Approaches	1 only	125.00	125.00
Adjusting Manholes	2 only	80.00	160.00
Seeding and Mulching	0.4 acre	469.00	187.60
Furnishing and Planting Trees	23 only	32.00	736.00

Signing

Removal of Existing Sign Installation	All Required (33%)		165.00
Wood Sign Posts	All Required (20%)		675.00
Type "C" and "D" Signs in Place	67 sq.ft.	6.50	435.50
Type "I" Signs in Place	9 sq.ft.	6.75	60.75
Type "EE" Signs in Place	19 sq.ft.	9.00	171.00
Type "U" Signs in Place	15 sq.ft.	10.00	150.00
			$155,868.72

Additional Items

Railroad Protective Costs (E.W.)	All Required (50%)	$ 3,100.00
Permanent Striping (E.W.)	All Required (20%)	60.00
Stage Construction Striping (E.W.)	All Required (20%)	200.00
Temporary Erosion Control (E.W.)	All Required (20%)	500.00
Lime Treatment of Wet Subgrade (E.W.)	All Required (20%)	4,000.00
		$ 7,860.00
	Subtotal	$163,728.72
	Engineering	16,372.28
	Total	$180,101.00

Length of Roadway . . . . 0.306 Mile

Cost of Roadway Per Mile $588,565.35

Retained in Program Status
(Not included in totals below)

Bikeway Signs	All Required (20%)	$ 460.00
Furnish and Install Monument Boxes	All Required (20%)	200.00
Move Existing Fences, Shrubs, Etc.	All Required (20%)	400.00
Hookups to Misc. House Field Drains	All Required (20%)	200.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	City Funds
P.E.	$ 10,000.00	$ 7,818.00	$ 1,091.00	$ 1,091.00
Roadway	180,101.00	140,820.00	19,640.00	19,641.00
Total	$190,101.00	$148,638.00	$20,731.00	$ 20,732.00

Group 2	18%
Contract No.	8377
Prefix No.	334-1083
Prefix No.	34-1997 P.E.

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Hillsboro
205 S. E. Second Avenue
Hillsboro, Oregon 97123

Attention of Mr. John Godsey
City Engineer

Request No. (assigned by staff engineer or head of section) cc-1690

Date March 18, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Advance Deposit for Preliminary Engineering $2,750.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for preliminary engineering on Tualatin Valley Hwy.-East City Limits Section of S. E. River Rd., FAU 9011. Covered by agreement dated 5/2/75		2,000.00
		To be Retained		$ 750.00
		Acct. Ref. HILLSBC 01124 APE		

If payer has made payment for this service, indicate the amount of payment. $	**Credit distribution:** 34-1998-295
If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $2,750.00	**Submitted by:** F. Hilldebrandt F. F. Hildebrandt
Is this a partial or final request for billing? Partial	**Approved:** Regional Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	
Give the number of the last previous request in connection with this same service.	**Approved:** G. N. Hopkins Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: ROW 18-2

March 3, 1977

Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Commission Services

BUILDING

SUBJECT: Service Contract Nos. 77-008,
77-009
SE 13th Ave.-Rood Br. Rd. Section
SE Minter Br. Rd & SE River Rd.
Washington County
ODOT Agreement No. RR-866

RAILROAD COMPANIES
FILE No. 866

Attached are the fully executed counterparts of two Service Contracts between the Southern Pacific Tranpsortation Company and the Oregon Department of Transportation, Highway Division, calling for the modification of grade crossing protection devices at the grade crossings of the Tillamook Branch of the Southern Pacific Transportation Company with SE Minter Bridge Rd. and SE River Rd. in Hillsboro. The improvement of these two grade crossings is part of the SE 13th Ave.-Rood Bridge Rd. Section of SE Minter Bridge Rd. and SE River Rd. project. Distribution of conformed copies has been made as indicated below.

The Construction Division will be responsible for monitoring the work done by the Southern Pacific Transportation Company under the terms of these Service Contracts and approval of the final bill. The Accounting Section will be responsible for auditing the final bill. Section heads should review the agreements to fully understand the responsibilities their section must bear under the terms of these agreements.

JEC:dmb
Attach.

cc: G. L. Green-w/attc.
J. L. Sollis
J. B. Boyd
C. T. Keasey-w/attc.
V. E. Skoog-w/attc.
D. E. Swan-w/2 attc.
W. J. Hart-w/attc.
Frank Burnett-w/attc.

3/8/77
noted in
agree. book
fran

NOTED
C. W. HEAD

8377

1

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL /OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-9025(1)

STAT. OJECT NO. See below

COUNTY NAME Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-29

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 14 '77
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED 5-5-76

DATE AUTHORIZATION EFFECTIVE 2-16-77

FEDERAL ROUTE NUMBER FAU 9025

STATE ROUTE NUMBER City street

GENERAL LOCATION:

"Tualatin Valley Hwy. SCL (Hillsboro) Sect."
SP X'ing #FD 763.30.

GENERAL DESCRIPTION OF WORK:

Install flashing lights and signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY

CONTRICTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON [illegible] FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-24-77 letter, you are authorized to proceed with the work covered by the Agreement with Southern Pacific Transportation Company approved by the Highway Division on 2-16-77 at a total estimated cost of $15,100 - Federal funds $12,955.

DATE 3-7-77

SIGNATURE OF APPROVING OFFICIAL

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8377

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
M-9011(1)

STATE PRO. NO.
See below

COUNTY NAME
Washington

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-28

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 14 '77
REFER TO
Rulien
FOR

Info	Invest	R/D	D/R	Sign	Act	File

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5-5-76	2-17-77	FAU 9011
		STATE ROUTE NUMBER
		City streets

GENERAL LOCATION:
"Tualatin Valley Hwy. - ECL (Hillsboro) Section"
SPX'ing # FD 763.80

GENERAL DESCRIPTION OF WORK:

Install flashing lights and signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
~~PRICE AND/OR~~ FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's 2-25-77 letter, you are authorized to proceed with the work covered by the Agreement with Southern Pacific Transportation Company, approved by the Highway Division on 2-17-77 at a total estimated cost of $17,310 - Federal funds $14,851.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-7-77	Valach	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

★ U.S. GOVERNMENT PRINTING OFFICE: 1976—628-787

8377

JAMES A. REDDEN
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~100 State Office Building~~
Salem, Oregon 97310
Telephone: (503) 378-6313
211 Transportation Building

March 2, 1977

Mr. H. S. Coulter
State Highway Engineer
129 Transportation Building
Salem, OR 97310

RE: PUX 1060 SXF 837

Dear Mr. Coulter:

Enclosed is a copy of Order No. 77-090 issued by the Public Utility Commissioner on February 10, 1977, relative to the above-subject matter.

Very truly yours

JAMES A. REDDEN
Attorney General

Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosure
cc: C. R. Burghart
E. S. Hunter
C. T. Keasey
D. H. Moehring
John Sheldrake (2)
L. E. George (2)
James Chidsey
R. A. Kuehn
R. P. Hamilton

NOTED
H.S.COULTER

RECEIVED
STATE HWY ENGR
MAR 3 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Order No. 77-090

Crossing No. FD-763.80

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 837

In the matter of the application of the)
State of Oregon, by and through its)
Department of Transportation, Highway)
Division for the authority, pursuant to)
ORS 763.030, to alter a grade crossing) ORDER
of S. W. River Road and Southern Pacific)
Transportation Company, Tillamook Branch,)
in Hillsboro, Washington County, Oregon.)

On May 20, 1976, the State of Oregon, by and through its Department of Transportation, Highway Division duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of S. W. River Road, a street under the jurisdiction of the City of Hillsboro and the main track and right-of-way of Southern Pacific Transportation Company, Tillamook Branch, in Hillsboro, Washington County, Oregon.

On June 17, 1976, PUC staff requested a phasing diagram and specifications for the traffic lights at the intersection of S. W. River Road and Tualatin Valley Highway. By letter dated June 17, 1976, applicant furnished the requested phasing diagram.

By letter dated June 29, 1976, Commissioner's staff suggested certain amendments be made to the application. By letter dated July 1, 1976, applicant concurred in all suggested amendments, except applicant rejected the request for the addition of one Commissioner's Standard No. 2B cantilevered flashing light signal in the southeast quadrant.

A meeting was held in Hillsboro with the parties of interest on July 15, 1976. It was determined that the curvature of the road would not interfere with the existing gates, but that the length of the gate arms would have to be adjusted. It was further decided that the bicycle path should be redesigned to cross the railroad at 90 degrees. Commissioner's staff again recommended the use of Commissioner's Standard No. 2B cantilevered flashing light signal at this crossing.

A second meeting was held by parties of interest in Hillsboro on September 2, 1976. It was concluded that either an 8-inch curb or a large temporary barricade would be installed to allow only two lanes of traffic across the track until such time as the automatic signalization ordered herein is installed. It was further agreed that one Commissioner's Standard No. 2B cantilevered flashing light assembly should be installed in the southeast quadrant. This was confirmed by applicant by letter dated September 21, 1976.

By letter dated August 31, 1976, Southern Pacific Transportation Company requested an additional 45 days in which to respond to the proposed amendment to the application. By letter dated September 9, 1976, the requested extension was granted.

Applicant proposes to widen the existing crossing from 24 feet to 40 feet, between curbs, providing three lanes of traffic at the crossing, install curbs on both sides of River Road, provide a 5-foot, 5-inch sidewalk on the northeast side and an 8-foot, 5-inch bicycle path on the southwest side of River Road, both outside the curbs. The bicycle path will be separated from the highway at the crossing as shown in revised drawings attached to, and made a part of, applicant's letter of September 21, 1976. Applicant further proposes to utilize the existing automatic signalization at the crossing except that one Commissioner's Standard No. 2B cantilevered flashing light signal assembly will be installed at the southeast quadrant in place of the existing flashing light signal assembly. Presently, the crossing is protected with two flashing light signals supplemented with automatic gates and interconnected with traffic signals at the adjacent intersection of River Road and the Tualatin Valley Highway.

Copies of the application, amendments and responses thereto were duly served upon applicant, Portland General Electric Company, Northwest Natural Gas Company, General Telephone Company, the City of Hillsboro, Washington County and Southern Pacific Transportation Company. No objection by any party has been made to the granting of the application as amended.

Due consideration has been given to all representations in the amended application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the amended application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is hereby granted.

(2) Applicant shall:

(a) Bear 100 percent of the cost of furnishing and installing the automatic signalization ordered in paragraph (4)(a) below;

(b) Furnish and install standard advance warning signs and advance warning pavement markings at appropriate locations on the roadway and bicycle path on the southerly approach to the crossing and bear all the cost thereof; and

(c) Notify the Commissioner upon completion of its portion of the project.

(3) City of Hillsboro shall:

(a) Construct and maintain that part of the crossing lying outside lines drawn two feet outside each rail and bear all the costs thereof;

(b) Maintain the standard advance warning signs and advance warning pavement markings ordered in paragraph (2)(b) above and bear all the costs thereof; and

(c) Notify the Commissioner upon completion of its portion of the project.

(4) Southern Pacific Transportation Company shall:

(a) Subject to reimbursement as provided herein, furnish and install one Commissioner's Standard No. 2B cantilevered flashing light signal, equipped with gongs, in the southeast quadrant of the crossing, and furnish and install an extended gate arm on the existing Commissioner's Standard No. 4 automatic gate signal in the southeast quadrant, the gate arm to be sufficiently long to cover both northbound traffic lanes;

(b) Maintain the existing automatic signalization at the crossing and the automatic signalization ordered in paragraph (4)(a) and bear all the costs thereof;

(c) Construct and maintain that part of the crossing lying between lines drawn two feet outside each rail and bear all the costs thereof; and

(d) Notify the Commissioner upon completion of its portion of the project.

Made, entered and effective February 10, 1977.

Charles Davis

CHARLES DAVIS
PUBLIC UTILITY COMMISSIONER

8377

1

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 2, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy
Safekeeping Officer

Re: Cascade Construction Company, Inc.

We have received safekeeping receipt 209012 for $100,000 which replaces safekeeping receipt 208830 for $200,000. The reallocation of funds is as follows:

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	(25,000)	$ 5,000
8303	1,000	-0-	1,000
8332	10,000	-0-	10,000
8376	1,000	-0-	1,000
8377	50,000	-0-	50,000
8415	2,000	-0-	2,000
8424	5,000	-0-	5,000
8459	10,000	-0-	10,000
8463	5,000	-0-	5,000
8466	5,000	-0-	5,000
8468	-0-	5,000	5,000
Unallocated	81,000	(80,000)	1,000
	$200,000		$100,000

NOTED
C. W. HEAD

V.E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payments Executive

cc: Cascade Construction Co.

bc: C.W. Head
R. Church
C.W. Barrett(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Order No. 77-054
Crossing No. FD-763.30
DOT Crossing No. 749 341R

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF 838

In the matter of the application of the)
State of Oregon, by and through its)
Department of Transportation, Highway)
Division, for the authority, pursuant)
to ORS 763.030, to alter a grade) ORDER
crossing of S. W. Minter Bridge Road)
and Southern Pacific Transportation)
Company, Tillamook Branch, in Hillsboro,)
Washington County, Oregon.)

On May 20, 1976, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an existing railroad-highway grade crossing of S. W. Minter Bridge Road, a highway under the jurisdiction of the City of Hillsboro, and the single track of Southern Pacific Transportation Company, Tillamook Branch, in Hillsboro, Washington County, Oregon.

By letter dated June 17, 1976, applicant furnished a phasing diagram for the traffic signals at the intersection of S. W. Minter Bridge Road and Tualatin Valley Highway.

Applicant proposes to widen the existing highway from 36 to 40 feet, with curbs, to provide for three lanes of traffic arranged from east to west as follows:

- Three-foot paved shoulder
- Eleven-foot northbound traffic lane
- Ten-foot northbound left turn traffic lane
- Two-foot median
- Eleven-foot southbound traffic lane
- Three-foot paved shoulder

with a 5 foot, 6 inch sidewalk on the east side, and an 8 foot, 6 inch bikeway on the west side of Minter Bridge Road outside the curbs. The existing automatic signalization at the crossing, consisting of flashing lights and automatic gates, interconnected with traffic signals at the adjacent intersection of Tualatin Valley Highway, is to remain and be augmented by the addition of Commissioner's Standard No. 2B cantilevered flashing light signals and a lengthened gate arm in the southeast quadrant to accommodate the northbound and left turn traffic lanes. The automatic gates will be activated by the existing motion sensor.

By letter dated June 29, 1976, Commissioner's staff requested clarification of certain items in the application and proposed that a cantilevered flashing light be utilized for the southerly crossing approach. Applicant's letter dated July 1, 1976 clarified various items, but declined to modify the existing signalization, contending the existing flashing light signals would provide adequate warning to motorists in each lane.

Parties of interest met at the site on July 15 and September 2, 1976 to review the signalization and the location of various control boxes, utility and signal poles. By letter dated September 21, 1976, applicant amended the application to replace the existing flashing light signal on the southerly crossing approach with a Commissioner's No. 2B cantilevered flashing light signal.

Applicant's letter dated September 21, 1976 included a revised crossing drawing (Scale 1 inch = 20 feet, W. J. Scofield, Resident Engineer, on the west side of the crossing, and the bikeway, nominally 8 feet in width, be located on the east side of the crossing, in accordance with the revised crossing drawing. This amendment change will improve pedestrian and bicyclist safety and avoid existing obstructions in and about the crossing.

By letter dated August 31, 1976, Southern Pacific Transportation Company requested the application be amended to indicate that it would bear only the cost of constructing the existing crossing. Applicant is to bear all the cost of constructing the widened portion of the crossing, the sidewalk and the bikeway. By letter dated September 7, 1976, applicant acceded to this request and amended its application accordingly.

By letter dated October 12, 1976, Southern Pacific Transportation Company requested additional time in which to respond to the application and indicated they would respond on or before November 26, 1976.

By letter dated December 6, 1976, Southern Pacific Transportation Company requested that the application be amended to reflect that the existing motion sensor would be used to activate the automatic signalization and interconnected traffic signals.

Copies of the application, the amendments and responses thereto were duly served upon Southern Pacific Transportation Company, Portland General Electric, Northwest Natural Gas Company, General Telephone Company, City of Hillsboro, Washington County and the Oregon Department of Transportation, Highway Division. No objection by any party has been made to the granting of the application.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue and no hearing will be required.

Based upon the amended application, the files and field investigation of the Commissioner, it is found that the application should be granted upon the following terms and conditions. It is therefore

ORDERED that:

(1) The authority to alter the crossing as requested herein is hereby granted.

(2) Applicant shall:

  (a) Bear 100 percent of the cost of furnishing and installing the automatic signalization ordered herein;

  (b) Bear 100 percent of the cost of constructing that portion of the crossing lying between lines drawn two feet outside each rail from the existing width of 36 feet to a width of 40 feet plus the width of the sidewalk and bicycle path;

  (c) Furnish and install standard advance warning signs and advance warning pavement markings at appropriate locations on the roadway and bicycle path on the southerly approach to the crossing and bear all the cost thereof; and

  (d) Notify the Commissioner upon completion of its portion of the project.

(3) City of Hillsboro shall:

  (a) Construct and maintain that portion of the crossing, lying outside lines drawn two feet outside each rail, to accommodate a roadway section 40 feet in width, a sidewalk 5 feet in width, and a bicycle path 8 feet in width, and bear all the cost thereof;

  (b) Change the roadway vehicle traffic lane arrangement such that there will be one lane southbound, one lane northbound, and a left turn lane northbound;

  (c) Maintain the standard advance warning signs and advance warning pavement markings ordered herein and bear all the cost thereof; and

  (d) Notify the Commissioner upon completion of its portion of the project.

(4) Southern Pacific Transportation Company shall:

  (a) Subject to reimbursement provided herein, furnish and install one Commissioner's Standard No. 2B cantilevered flashing light assembly in place of the existing Commissioner's No. 2 flashing light unit located in the southeast quadrant and to be activated by the existing circuitry (predictor units) interconnected with the adjacent intersection traffic signals, and alter the automatic gate arms to accommodate the change in traffic lanes;

(b) Subject to reimbursement as provided herein, construct that portion of the crossing lying between lines drawn two feet outside each rail at the crossing, including the sidewalk and the bicycle path, and bear that portion of the cost constituting a renewal of the existing crossing surface;

(c) Maintain the existing automatic signalization, and that ordered herein, and that part of the crossing lying between lines drawn two feet outside each rail and bear all the cost thereof; and

(d) Notify the Commissioner upon completion of its portion of the project.

Made, entered and effective January 25, 1977.

Charles Davis
CHARLES DAVIS
PUBLIC UTILITY COMMISSIONER

8377

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 13, 1977

U.S. National Bank
Main Office
P.O. Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction

We received your safekeeping receipt 208596 covering savings certificate 277593 for $175,000. This replaces matured certificate 277489 in the amount of $150,000.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8064	$ 30,000	-0-	$ 30,000
8127	20,000	-0-	20,000
8303	10,000	-0-	10,000
8332	10,000	-0-	10,000
8376	10,000	-0-	10,000
8377	40,000	10,000	50,000
8415	14,000	-0-	14,000
8424	5,000	-0-	5,000
Unallocated	11,000	15,000	26,000
	$ 150,000		$ 175,000

Enclosed is the safekeeping receipt for the matured securities.

Vernon E. Skoog,
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

Enclosures

cc: Cascade Construction

bc; C.W. Head (Att.)
R. Church
C. Barrett (Att.)

NOTED
C. W. HEAD

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208596

DATE December 30, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Former Rec 208434

$175,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D 4.500% Dated 12/13/76 Due 1/31/77 Interest At Maturity CUSIP Cert #00 277593 @ 175M; n/o Cascade Construction Co., Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

[illegible]
M-(Various)

COUNTY NAME
Various

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
12-28-76

FEDERAL ROUTE NUMBER
Various IAU Routes

STATE ROUTE NUMBER
City Streets

GENERAL LOCATION:

City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:
As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (Specify) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Proj. No.	Revise Programming Rte. No.	Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE
12-28-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
12-28-76

FEDERAL ROUTE NUMBER
Various FAU Routes

STATE ROUTE NUMBER
City Streets

GENERAL LOCATION:
City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:
As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER (*Specify*) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Present Programming Proj. No.	Revise Programming Rte. No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE
12-28-76

SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

TITLE
Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-66) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: [illegible]

F AUS

PRO 6-2

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

December 22, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Changes
Portland Urban System Projects

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 22 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

We hereby request your approval of a minor program change on the following listed Federal-aid Urban System Projects to change the Federal-aid route and project numbers to correspond with the approved system realignment and renumbering of urban system routes in the Portland urban area.

Item No.	Present Programming Rte.No.	Present Programming Proj. No.	Revise Programming Rte.No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

CL:bb
cc: D. L. Swan
G. Zehner
FINANCE
H

8377

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION **LETTER OF APPROVAL AND/OR AUTHORIZATION**	FEDERAL AID PROJECT NO. 0005(1) & M-0017(1) STATE PROJECT NO. See below

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. M-28 & M-29	COUNTY NAME Washington PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State HIghway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 21 '76
REFER TO
Kuhn
FOR
Info | Inves | R/D | D/R | Sign | Att | File

DATE PS&E APPROVED 5-5-76	DATE AUTHORIZATION EFFECTIVE 11-30-76	FEDERAL ROUTE NUMBER FAU 0005 & FAU 0017 STATE ROUTE NUMBER City Streets

GENERAL LOCATION:
"Tualatin Valley Hwy - ECL and Tualatin Valley SCL (Hillsboro) Section

GENERAL DESCRIPTION OF WORK:
Reimburse SP Transportation Co. for revision of railroad crossing during construction.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON XXXXXXXX XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Keasey's letter of 12-3-76 and based on the data submitted, you are authorized to proceed with the use of Railroad Forces as being in the public interest, represented by State Force Order No. 5 in the amount of $15,000 - Federal Funds $11,730.

DATE 12-17-76	SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]	TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-855

Office Engineer.
State Printing

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: -0005(1) & M0017(1)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administration
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M-28 & M-29

COUNTY NAME: Washington

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
DEC 21 '76
REFER TO [illegible]
FOR

DATE PS&E APPROVED: 5-5-76

DATE AUTHORIZATION EFFECTIVE: 11-26-76

FEDERAL ROUTE NUMBER: FAU 0005 & FAU 0017

STATE ROUTE NUMBER: City Streets

GENERAL LOCATION:
"Tualatin Valley Hwy - ECL and Tualatin Valley Hwy - SCL (Hillsboro) Section"

GENERAL DESCRIPTION OF WORK:
Furnish and install bikeway signs.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON AXXXXXXX XXXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 11-29-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 4 in the amount of $2,300 - Federal Funds $1,800.

DATE: 12-16-76

SIGNATURE OF APPROVING OFFICIAL: G. K. [illegible]

TITLE: for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-895

State Printing

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

December 7, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8424

We received your safekeeping receipt 208324 covering savings certificate 277489, $150,000. This replaces matured certificate 277275, $200,000. Deposits in lieu of retainage on our contracts with Cascade Construction Co. are affected as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$30,000	$30,000	--
8127	20,000	20,000	--
8303	10,000	35,000	($25,000)
8332	10,000	40,000	(30,000)
8376	10,000	10,000	--
8377	40,000	40,000	--
8415	14,000	14,000	--
8424	5,000	5,000	--
Unallocated	11,000	6,000	5,000
Total	$150,000	$200,000	($50,000)

We enclose the safekeeping receipt for the matured certificate.

Vernon E. Skoog

By ______________________
Janice H. Peterson
Contract Payments Executive

JHP:mn

Enclosure

cc: Cascade Construction

bc: C.W. Head ✓
R. Church
C. Barrett

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

November 30, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed please find a copy of our Safekeeping Receipt #208324 covering a $150,000.00 U S Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	10,000.00
8332	10,000.00
8376	10,000.00
8377	40,000.00
8415	14,000.00
8424	5,000.00
Unallocated	11,000.00
	$150,000.00

This C/D renews Safekeeping Receipt #208173 in the amount of $200,000.00 which matures on 11/30/76.

Very truly yours,

Ella Anderson

Safekeeping Department

NOTED

ea
Enc

RECEIVED
DEC 01 1976
HIGHWAY ACCOUNTING

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

CUSTOMER COPY

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208324

DATE 11/30/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208

DEPOSITED BY: Time Deposit

$150,000.00	U.S. Bank Savings Certificate Non-Negotiable C/D 5.000% Dated 11/30/76 Due 12/30/76 Interest At Maturity Cert # -00 277489 @ 150M "Fund to be released to contractor only upon written notice to disburse from Oregon State Highway Division" N/O Cascade Construction Co., Inc. CUSIP

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

City Of Hillsboro

205 S.E. Second Ave. □ 648-0821 □ Hillsboro, Oregon 97123

November 23, 1976

Al W. Rulien
Program Management Engineer
Department of Transportation
State Highway Building
Salem, OR 97310

Re: Federal Fund Matching Ratio

Dear Mr. Rulien:

The City of Hillsboro is currently constructing S.E. River Road and 9025— S.E. Minter Bridge Road in the City of Hillsboro utilizing a Federal Grant awarded under the Federal Aid Urban System Program. Construction is nearing completion on the project, which is Contract Number 8377, — 9011 and the contract should be finaled early in 1977. We would like to respectfully request, at this time, that the 86 - 14 percent match rate be substituted in the funding program for the existing 78 - 22 percent match rate as authorized under the original contract.

Please advise me if additional information is needed. I look forward to your response.

Sincerely,

E. S. Mills
City Manager

mb

RECEIVED
COUNTY & CITY SECTION
NOV 29 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☒ CE ☑ RE ☐ RPE ☐

Cy. To: Laux
Hacek

8377

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 1, 1976

U.S. National Bank
PO Box 4412
Portland, OR 97208

Attention: Jean VanScoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415, 8427

We received your safekeeping receipt No. 208173, covering TCD 277275, $200,000. This replaces matured certificate 265198, $200,000. This transaction affects deposits in lieu of retainage on our contracts with Cascade Construction Company as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8064	$ 30,000	$ 30,000	$ -
8127	20,000	20,000	-
8303	35,000	35,000	-
8332	40,000	40,000	-
8376	10,000	10,000	-
8377	40,000	40,000	-
8415	14,000	14,000	-
8427	5,000	-	5,000
Unallocated	6,000	11,000	(5,000)
Total	$200,000	$200,000	- -

The safekeeping receipt for the matured certificate is enclosed.

V. E. Skoog, Controller

by

Janice Peterson
Contract Payments Executive

NOTED
C. W. HEAD

cc: Cascade Construction
bc: C. W. Head
Bob Church
Chuck Barrett

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

RECEIVED
NOV 1 1976
CONTRACT ACCOUNTING

October 29, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed Please find a copy of our Safekeeping Receipt #208173 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co, Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
8424	5,000.00
Unallocated	6,000.00
	$ 200,000.00

This C/D renews Safekeeping Receipt #207906 in the amount of $200,000.00 which matures on 10/29/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc

CC: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
NOV 1 1976
HIGHWAY ACCOUNTING

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 208173

DATE 10/29/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P.O. BOX 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$200,000.00	U. S. Bank Savings Certificate Non-Negotiable C/D	5%
	Dated 10/29/76 Due 11/30/76	
	Interest at Maturity	CUSIP
	Cert. No. 00 277275 @ 200M n/o Cascade Construction Co. Inc. "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division"	

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

-1400 6/76 ENV. 31-329 HEAD OFFICE PORTLAND

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-68)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Hillsboro
205 S.E. Second Ave.
Hillsboro, OR 97123

Attention of Mr. R.E. Bancroft

Request No. (assigned by staff engineer or head of division) cc 1644

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $108,500.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of S.E. River Road (T.V. Hwy.-E.C.L.) FAU 9011 Covered by agreement dated 5/2/75		100,000.00
		To be retained		$ 8,500.00

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: 334-1083-295
If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 108,500.00	Submitted by: Fred F. Hildebrandt F. F. Hildebrandt
Is this a partial or final request for billing? Partial	Approved: Division Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	Approved: George N Hopkins G. N. Hopkins Department Head or Staff Engineer
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request [illegible] submitted for th [illegible]

83,77

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 30, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Jean Van Scoy

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377, 8415

We received your safekeeping receipt 207906 covering your c/d 265198, $200,000. We are returning your safekeeping receipt 207676 for matured C/D 264976, $200,000. We confirm amounts deposited in lieu of retainage on our Contracts with Cascade Construction Co. as follows:

Contract	Current Deposit
8064	$ 30,000
8127	20,000
8303	35,000
8332	40,000
8376	10,000
8377	40,000
8415	14,000
Unallocated	11,000
Total	$200,000

Vernon E. Skoog
Controller

by ____________________
Janice H. Peterson
Contract Payments Executive

NOTED
C. W. HEAD

JP:mm

cc: Cascade Construction Co.,Inc.

bc: C.W. Head
R. Church
C. Barrett

US BANK

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

September 28, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen:

Enclosed please find a copy of our Safekeeping Receipt #207906 covering a $200,000.00 U. S. Bank Savings Certificate Nonnegotiable C/D in the name of Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. The allocation of this C/D is as follows:

Contract	Current Deposit
8064	$30,000.00
8127	20,000.00
8303	35,000.00
8332	40,000.00
8377	40,000.00
8376	10,000.00
8415	14,000.00
Unallocated	11,000.00
	$200,000.00

RECEIVED
SEP 29 1976
CONTRACT ACCOUNTING

This C/D renews Safekeeping Receipt #207676 in the amount of $200,000.00 which will mature on 9/30/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JV:ms

Enclosure

CC: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

RECEIVED
SEP 30 1976
HIGHWAY ACCOUNTING

CUSTOMER COPY

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207906

DATE 9/27/76

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of
Cascade Construction Company, Inc.
P.O. Box 4267
Portland, Oregon 97208
Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$200,000.00	U.S. Bank Savings Certificate Nonnegotiable C/D 5% Dated 9/27/76 Due 10/29/76 Interest At Maturity Cert # 00 265198 @ 200M; N/O Cascade Construction Co., Inc. CUSIP "Funds to be released to contractor only upon written notice to disburse from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

18-2489 4/75 ENV. 31-320 HEAD OFFICE PORTLAND

8377

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 7, 1976

U.S. National Bank
P.O. Box 4412
Portland, OR 97208

Attention: Ella Anderson

Re: Cascade Construction Co.
Contracts: 8064, 8127, 8303, 8332, 8376, 8377

We received your safekeeping receipt 207676, covering TCD 264976, $200,000. Enclosed please find safekeeping receipt 207508, covering matured TCD 259350, $150,000.

We confirm allocation of TCD 264976 as follows:

Contract	Amount
8064	$30,000
8127	20,000
8303	32,500
8332	37,500
8376	10,000
8377	30,000
unallocated	40,000
Total	$200,000

Vernon E. Skoog
Controller

by

Janice H. Peterson

Enclosure

cc: Cascade Construction

bc: C.W. Head
R. Church
C. Barrett

8377

45

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

August 6, 1976

U. S. National Bank
P.O. Box 4412
Portland, Oregon 97205

Attn: Ella Anderson

Re: Cascade Construction Co.
Contracts 8064, 8127, 8303, 8332, 8377, & 8376

We received your safekeeping receipt 207508, covering TCD 259350, $150,000. This replaces TCD 251132, $120,000. Cascade's deposits in lieu of retainage are affected as follows:

Contract	Prior Deposit	Current Deposit	Net Change
8064	$30,000	$30,000	----
8127	20,000	20,000	----
8303	27,000	32,500	5,500
8332	33,000	37,500	4,500
8376	5,000	10,000	5,000
8377	5,000	20,000	15,000
TOTAL	$120,000	$150,000	$30,000

The safekeeping receipt for the matured certificate is enclosed.

Vernon E. Skoog
Controller

by:
Janice Peterson
Contracts Payment Executive

VES:JP/sw

cc: Cascade Construction Co.

NOTED
W. HEAD

bc: C. W. Head
R. Church
C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL
BANK OF OREGON
SAFEKEEPING DEPARTMENT

For The Acct. of
C[illegible] Construction Company, Inc.
P.O. Box 4267
Portland, Oregon [illegible]

RECEIPT NO. [illegible]

DATE [illegible]

DISPOSITION OF PROCEEDS
☐ CR. CHKG. Acct [illegible]
☐ CR. SVNG. Acct
☐ Remit

DEPOSITED BY: [illegible]

$150,000.00	U.S. Bank Savings Certificate Nonnegotiable C/D Dated 6/5/76 Due [illegible] Interest at Maturity [illegible]

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing.

NOT NEGOTIABLE

S-2403 4/73 ENV. 21-325 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

August 5, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207508 covering $150,000.00 U S Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Co., Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $20,000.00 on Contract #8127, $32,500.00 on Contract#8303, $37,500.00 on Contract #8332, $20,000.00 on Contract #8277, $10,000.00 on Contract #8376.

This C/D renews Safekeeping Receipt #207243 in amount of $120,000.00 which matured on 8/5/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

[illegible]

[illegible]
P. O. [illegible]
[illegible]

[illegible]

[illegible]

[illegible]

Contract	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
8827	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]
	[illegible]	[illegible]	[illegible]

[illegible] O.S.H.D.

Yours very truly,

[illegible]

Jon E. Morris
Vice President

JEM:mb

cc: O.S.H.D.
Highways Building
Salem, Oregon 97310
Attention: Janice Peterson

8377

B

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

July 9, 1976

U.S. National Bank
P.O. Box 4412
Portland, Oregon 97208

Re: Cascade Construction Co.
Contracts 8064, 8127, 8303, 8332, 8377 & 8376

Attention: Ella Anderson

We confirm receipt of your safekeeping receipt No. 207243, covering certificate of deposit 251132, $120,000. This replaces matured certificate 250871, $270,000. Securities deposited in lieu of retainage by Cascade Construction Co. are affected as follows:

Contract	Matured Deposit	Current Deposit	Net Change
8064	$ 30,000	$ 30,000	---
8127	193,000	20,000	($173,000)
8303	22,000	27,000	5,000
8332	25,000	33,000	8,000
8376	---	5,000	5,000
8377	---	5,000	5,000
	$270,000	$120,000	($150,000)

The safekeeping receipt for the matured certificate is enclosed.

V.E. Skoog
Controller

By Janice Peterson
Janice Peterson
Contract Payments Executive

JP/jm
Enc.

cc: Cascade Construction Co.

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING DEPARTMENT

RECEIPT NO. 207243

DATE July 6, 1976

DISPOSITION OF PROCEEDS
☒ CR. CKNG. Acc't 107-029
☐ CR. SVNG. Acc't
☐ Remit

For The Acct. of • Cascade Construction Company, Inc.
P. O. Box 4267
Portland, Oregon 97208

Assigned to Oregon State Highway Division

DEPOSITED BY: Time Deposit

$120,000.00	U. S. Bank Savings Certificate Nonnegotiable C/D 5.375% Dated 7/6/76 Due 8/5/76 Interest At Maturity Cert #00 251132 @ 120M; n/o Cascade Construction Company, Inc. CUSIP "Funds to be released to contractor only upon written notice to di from Oregon State Highway Division."

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are ca ment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably in writing by the owner.

NOT NEGOTIABLE

18-2499 4/75 ENV. 31-329 HEAD OFFICE PORTLAND

UNITED STATES NATIONAL BANK OF OREGON
A Subsidiary of U.S. Bancorp

MAIN OFFICE
321 S.W. SIXTH AVENUE
P.O. BOX 4412, PORTLAND, OREGON 97208

RECEIVED
JUL 0 8 1976
CONTRACT ACCOUNTING

July 6, 1976

Oregon State Highway Division
Highways Building
Salem, Oregon 97310

Attention: Janice Peterson

Gentlemen;

Enclosed find a copy of our Safekeeping Receipt #207243 covering $120,000.00 U S Bank Savings Certificate Nonnegotiable C/D in n/o Cascade Construction Company, Inc. which is assigned to the Oregon State Highway Division. This C/D represents $30,000.00 on Contract #8064, $20,000.00 on Contract #8127, $27,000.00 on Contract #8303, $33,000.00 on Contract #8332, $5,000.00 on Contract #8377, $5,000.00 on Contract #8376.

This C/D renews Safekeeping Receipt #206918 in amount of $270,000.00 which matured on 7/5/76.

Very truly yours,

Jean VanScoy

Jean VanScoy
Safekeeping Officer

JVS:ea
Enc.

✓ cc: Cascade Construction Company, Inc.
Attn: Jon E. Morris, Vice President

8377

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

18[illegible]2 S.W. Shaw
Aloha, Oregon 97005

Date: April 5, 1976

SUBJECT: River Rd - Minter Rd Projects
City of Hillsboro

To: Lyle Watson
Design Supervisor

W J Scofield
From: W. J. Scofield
Resident Engineer

This is intended to confirm information passed on to you by phone regarding last minute additions to the subject project plans.

(1) The "Up to Date" status of slope easements obtained or pending were phoned to you on Friday April 2nd. The City map print with the easements shown is being forwarded to you.

(2) The existing sanitary sewer manholes from Tualatin Valley Highway to Minter Road were checked out and none are in conflict with the planned curbs.

(3) Bedding material anticipated to be needed under the storm sewer are suggested as following -

Station 4 to 13 - River Road	-	$\frac{3.8x0.5x900}{27}$ - - - =	63cy
Station 15 to 30 River Road	-	$\frac{4.0x0.5x1500}{27}$ - - =	111cy
Station 54 to 64 River Road	-	$\frac{4.3x0.5x1000}{27}$ - - =	80cy
South 900' of Minter Road	-	$\frac{4.5x0.5x900}{27}$ - - - =	75cy
			Total 329cy
Add 25% for loose truck measure		- - = +	82cy
			Total 410cy

(4) I suggest $1,000 set up in the Project Authorization to purchase monument boxes. My survey party can set the centerline point and install the boxes under the engineering setup.

I understand it was agreed to specify bituminus base instead of optional C.T.B.. I am rejoicing over this. C.T.B. may be less costly but a "pain in" the - to acquire on short notice and needed equipment is usually not available etc..

REFERRED TO

Beard
Cole
Eriksen
Hager
Reed
Sample
✓ Watson LW.
Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Olson
1 Christensen Don
Scott
Swenson
Savage
Trout

RECEIVED
APR 6 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8377

Salem, Oregon
April 1, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48974 - S. P. Trans. Co.
S.E. 13th Ave. - Rood Bridge
Road (Hillsboro) Section
S.E. River Rd. & S.E. Minter Br. Rd.
Washington County

Attached is a 4 parcel description and an authorization covering easements to be acquired from the Southern Pacific Transportation Co. for the subject project, which is scheduled for May 27, 1976.

We understand that prints of the encroachment map have been handed to Jim Chidsey by Carl Grewe.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 5 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
March 31, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: SE 13th Ave.-Rood Bridge Road
(Hillsboro) Section
FAU 0005 (SE River Road)
FAU 0017 (SE Minter Bridge Road)
Washington County

The above plans were reviewed at the City Engineer's office in Hillsboro on Monday. The following personnel were present.

Wally Byrant	FHWA
John Godsey	City of Hillsboro
B. Critz	City of Hillsboro
Ken Prickett	City of Hillsboro
Marion Craft	Region 1
Jon Rose	Region 1
Ted Inloes	Region 1
Dan Helquist	Region 1
Lyle Watson	Final Design
Norman Henry	Final Design
John Day	Specifications

John Godsey agreed to the use of state standards for driveways, elimination of topsoil and will furnish the Final Design Unit a map showing widths and location of slope easements acquired by the City. He requested that seeding and mulching be added on all slopes and between five' walk and right of way line. Special provision for blind connections were given to specifications. An existing 10" sanitary sewer from Station 26 to Rood Road will be abandoned. A map was provided showing the location of a newly installed water main. The existing 10" water main has been abandoned.

Ted Inloes, Region 1 Utility Engineer, furnished a map giving the location of a buried telephone conduit, proposed buried telephone cable and revised locations of power and telephone poles. Underground cables will be placed after the right of way is cleared. The City will discuss with the telephone company the location of the cable with reference to tree planting locations.

The following revisions will be made on the plans: Elimination of manhole left of Station 1+50. Treated base to be plant mix bituminous base because of traffic handling during stage construction. Additional storm sewer connections, for future developments, to be provided by the City. A detail for bedding material for sewer pipes and location of sanitary manholes requiring adjustment to be provided by Dan Helquist. Monument boxes to be set by State Force Order and total cost will be provided by Scofield's office.

The City and Region both concur that this project should be let at the earliest possible bid opening to be able to complete the project during the coming construction season.

Participants were requested to send revisions to Final Design by Monday, April 5, 1976, to be included in the plans.

LKW:jh
cc: All Participants

1 Versteeg ✓
Olsen
2 Christensen
Scott
Swenson
Anderson
Trout

RECEIVED
MAR 31 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

5277

Hillsboro

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon 97310

March 16, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: Duane Christensen
Final Design Engineer

SUBJECT: Striping Plans
13th Ave. - Rood Bridge Road Section
Minter Bridge Rd. & River Rd.
Washington County

Attached are some rough sketches of the recommended striping for this project. The sketches are keyed to the sheet numbers of the preliminary plans.

If you have any questions please call Tom Lancaster at 6298.

L E George

L. E. George
Traffic Engineer

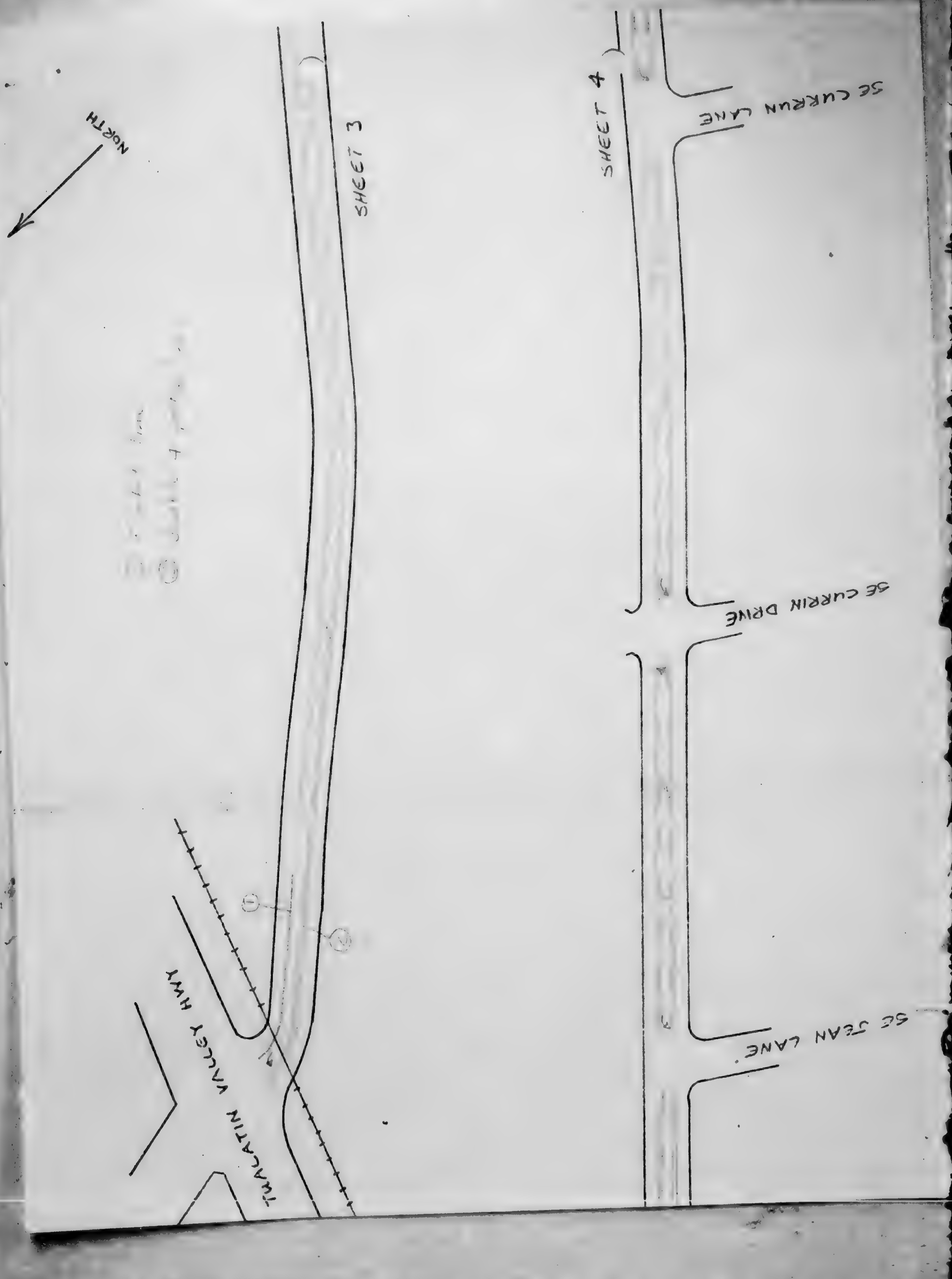
TL:pw

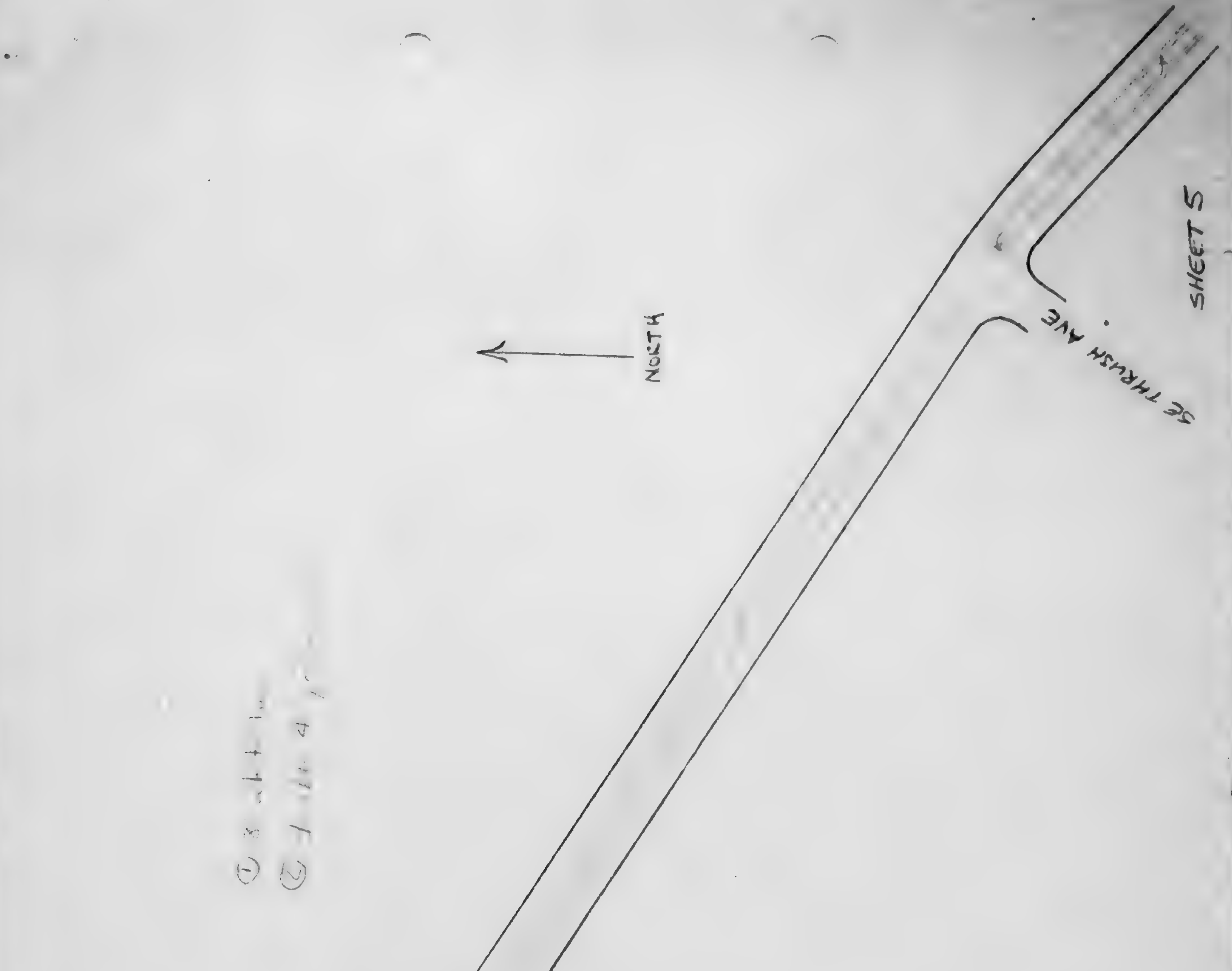
1 Versteeg ✓
2 Olson
3 Christensen DC
Scott
Swenson
Anderson
Trout

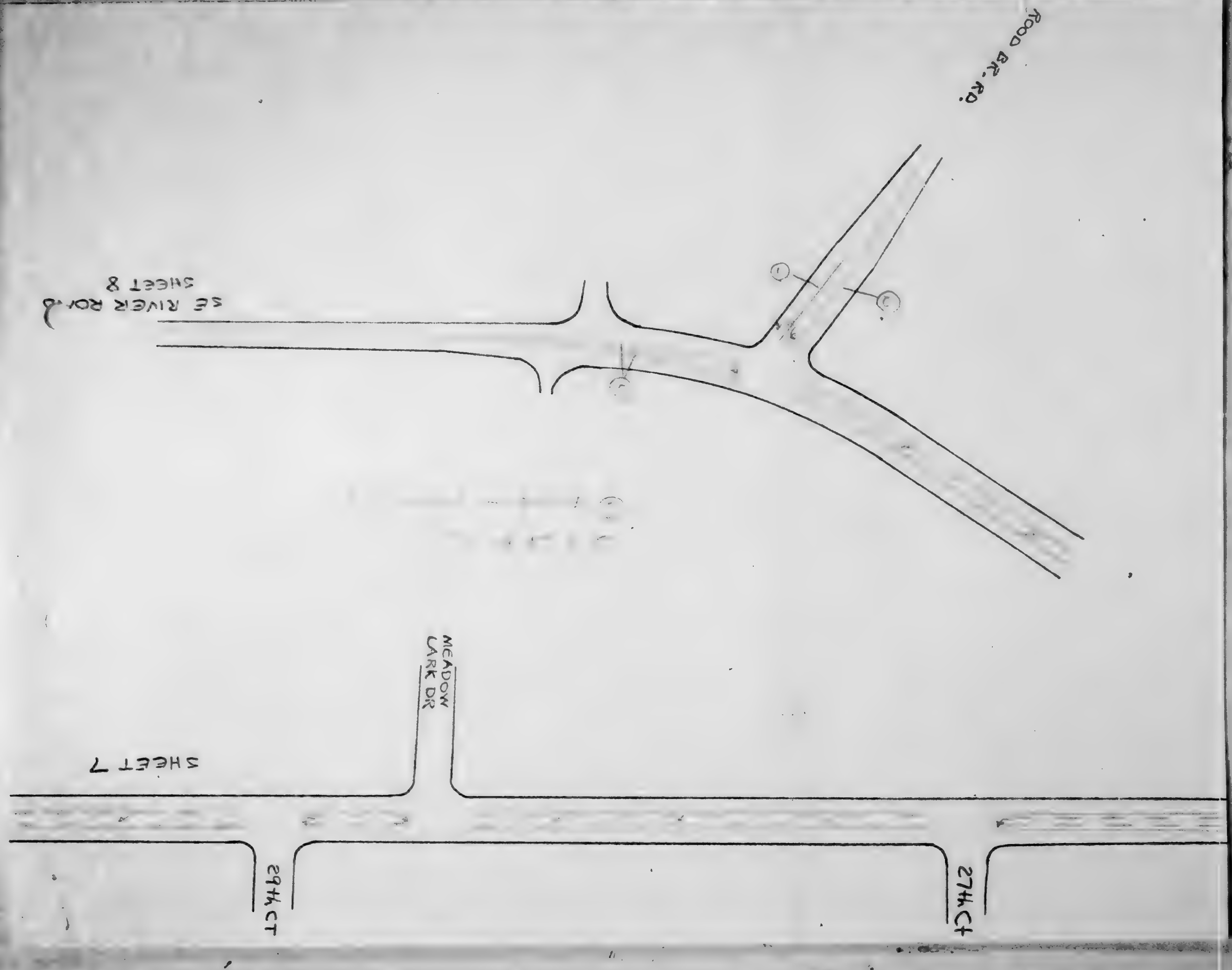
RECEIVED
MAR 18 1976
ROAD DESIGN SECTION

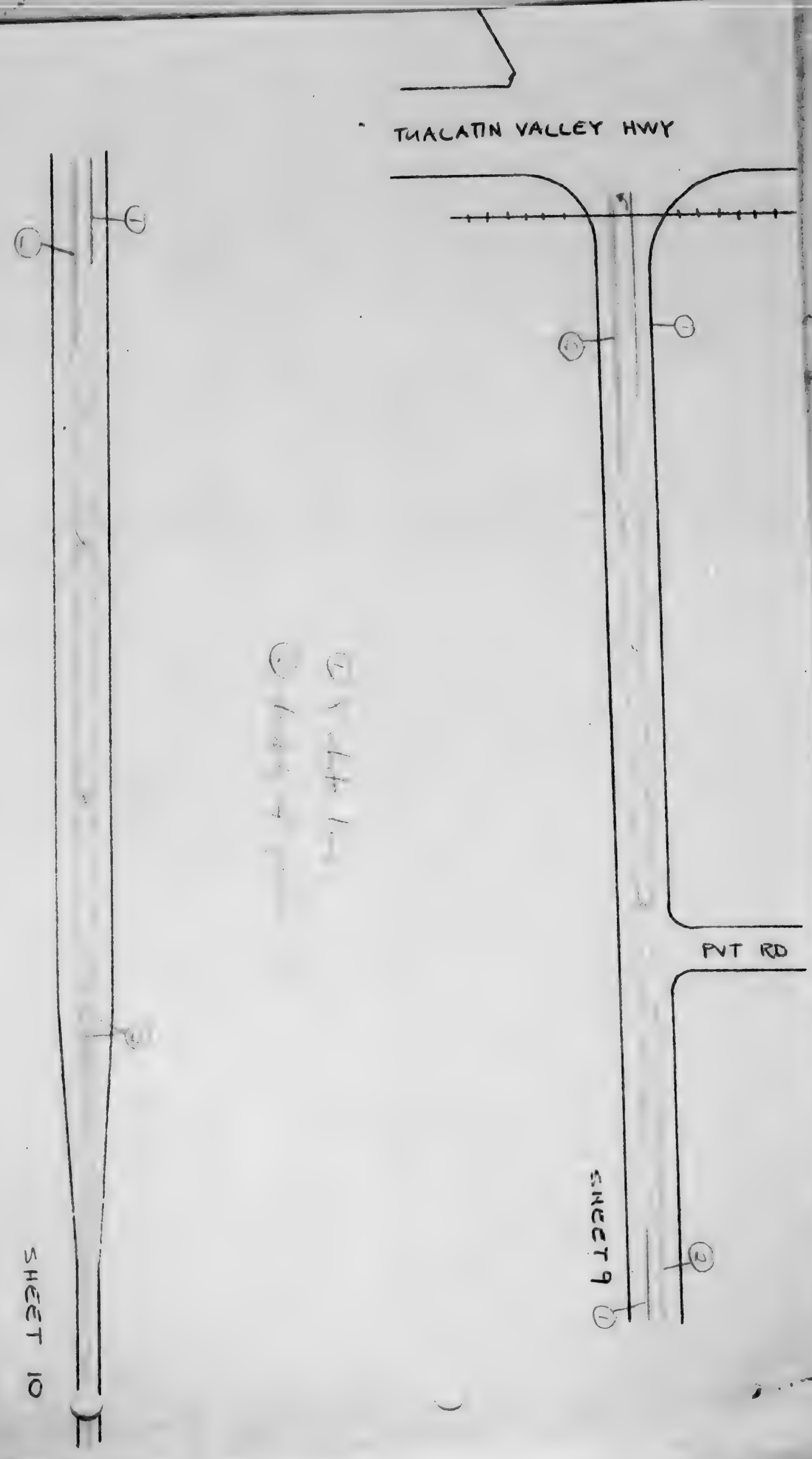
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

NOTED
3-26-76 L. K. WATSON
Plans revised according to sketches


NORTH
SHEET 3
SHEET 4
SE CURRUN LANE
SE CURRIN DRIVE
SE JEAN LANE.
TUALATIN VALLEY HWY
1
2


SHEET 5
SE THRUSH AVE
NORTH
MINTER BR. RD.
①
②


ROOD BR. RD.
SE RIVER ROAD
SHEET 8
1
2
MEADOW LARK DR
SHEET 7
29th CT
27th Ct


TUALATIN VALLEY HWY
PVT RD
SHEET 9
SHEET 10

8377 Hillsboro

Road Design Section
Oregon State Highway Building
Room 223
Salem, Oregon 97310

January 20, 1976

John Godsey
City Engineer
205 S.E. Second Street
Hillsboro, Oregon 97123

Dear Mr. Godsey:

RE: S.E. 13th Avenue-Rood Bridge Road Section
FAUS 0005 & FAUS 0017
S.E. River Road & S.E. Minter Bridge Road
Washington County

Here is a summary of the costs for the storm sewer as we discussed with you on Tuesday, January 13, 1976.

Sewer outlet at station 12+87 through the Portland General Electric property as originally submitted is $46,000. This sewer would have to be extended approximately 1600 feet to discharge into the drain. This extension would be $85,000 for a total cost of $131,000. The right of way or easement costs for the extension are not included.

Sewer outlet from station 12+87 and discharging out S.E. Jean Avenue to drain ditch is $73,000. Right of way or easement costs are unknown.

To continue sewer along S.E. River Road, from station 12+87 to S.E. Minter Road and thence southerly along S.E. Minter Bridge Road would cost $43,000.

It is my recommendation, as discussed with you, that the storm sewer outlet be along S.E. Minter Bridge Road. Please let me know if you concur.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By: F.E.T.

Frank E. Terpin
Final Design Engineer

FET:az
cc: Ed Hardt
W. Scofield
Lyle Watson

Versteeg ✓
Terpin
Scott
Swanson
Anderson
Trout

JAN 20 1976
SECTION

Requires Reply ☐
Requires Approval ☐

City Hillsboro

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 16, 1976

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: MEMORANDUM TO THE FILES

SUBJECT: SE 13th Ave.-Rood Br. Rd.
(Hillsboro) Section
FAUS 0005 & 0017
SE River Rd. & SE Minter Br. Rd.
Washington County

A meeting was held with John Godsey, City Engineer of Hillsboro, on Tuesday, January 13, 1976, to review the subject project. The following recommendations were made and approved by John Godsey.

1. A revised profile grade that eliminated short vertical and sag curves.
2. Excavation and embankment slopes will be 2:1. The Final Design Unit to provide the City with the plotted slopes on a map and a listing of slope distances. They will acquire the necessary slope easements and permits of entry for driveway reconstruction. Replacement of shrubs, trees, new lawns, etc., will be by agreement between the property owner and the City.
3. Type "A" curbs and "CG-1" inlets will be used due to flat grades.
4. The storm sewer outlet at Station 65± to be extended approximately 300' to Rock Creek. This portion of the storm sewer is in the Washington County portion of the project and Willard Scofield will contact the County for their approval.
5. Narrowing of the walk widths was unacceptable to the City. This proposal was made to reduce the number of slope easements to be acquired.
6. At station 12+87 the City had proposed to install 967 feet of 27-inch sewer pipe for a storm sewer outlet. At the outlet end the sewer would discharge into an inlet, bubble up and spread into an existing swale, then flow through cultivated land approximately 1,500 feet to an existing field drainage ditch. Two alternates have been proposed and the Final Design Unit will make estimates to submit to the City for approval.

Alternate No. 1

Move the outlet approximately 190 feet east to S. E. Jean Avenue. This will require approximately 1,600 feet of 27-inch sewer pipe, easements and discharge directly into the aforementioned drain ditch.

Alternate No. 2

Beginning at Station 12+87 extend main sewer line to S. E. Minter Road, then down said road to the crossing of the existing drain ditch. The advantages of this system are - No additional right of way or easements required, control as to where discharge is located, City proposed sewer lines in S. E. River Road and S. E. Minter Bridge Road would be increased in size.

LKW:jh
cc: E. L. Hardt
Willard Scofield
Norman Henry

1 Versteeg ✓
Olson
2 Terpin T
Scott
Swenson
Anderson
Trout

RECEIVED
JAN 16 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8377

Contract 8377

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
June 19, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Tualatin Valley Highway at
SCL Hillsboro
SE Minter Bridge Road
Washington County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford ✓
Region 1 : E. L. Hardt
District 2a : W. W. Geibel

APPROVED
E S Hunter
E. S. Hunter
Date 6-23-75

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEED		
MILEAGE CONTROL		
[illegible] SCHEDULE		

REMARKS:

JUN 21 1975

RECEIVED
[illegible] 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 16, 1975

A. PROJECT IDENTIFICATION M-0017(1)

Name of Project S.E. Minter Bridge Road (Tualatin Valley Hwy, ORE 8, to SCL) (Section)

Location of Project City Street--S.E. Minter Bridge Road (Highway Name) (Highway No., US - ORE)

Hillsboro	Washington	I
(City)	(County)	(Region)

Program FAU	$204,183.13	
(Funding)	(Estimated Cost)	(Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide for the improved safety of an existing collector street, and provide adequate safe driving conditions for future capacity.

Origin and History: This street was originally a county farm road. With continued growth both in the county and city, capacities and traffic flow patterns presently meet requirements set forth for an arterial street (see attached proposed improvement report).

C. DESCRIPTION OF PROJECT

Length 1570 lineal feet

Termini Tualatin Valley Highway (ORE 8) and south city limits.

Alignment ☐ New ☐ Existing ☐ Combined UNCHANGED

3
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Existing right-of-way, single family and multiple family housing, and light industrial (see attached proposed improvment report).

Typical Section 40 foot wide, curbed street with two 14 foot wide travel lanes and one 12 foot wide center left turn lane only.

Structures

Characteristics (ADT) (Dec 1973)--7:00 a.m.-7:00 p.m., Mon-Fri--1780
(See attached proposed improvement report.)

Other General Information (or Supplemental information to items)
Adequate storm drainage and pedestrian five-foot wide sidewalk on west side of street. Materials must conform to City of Hillsboro standard specification. Borrow and waste disposal must conform to City of Hillsboro and EPA requirements.

Bikeway 10 foot wide pedestrian-bicycle path on east side of street.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Existing right-of-way and adjacent development preclude alternate locations.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ XX Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☒ XX Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Approximately half of the street between the intersection of Minter Bridge Road and Tualatin VAlley Highway, and the intersection of Minter Bridge Road and River Road has a negative slope toward the north. The remaining portion of the street has a negative slope to the south. The present drainage is poor along this street and consists of roadside ditches.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land Use: 2% duplex residential, 50% single family residential, and 48% general industrial. The improvement will improve the appearance along this street thereby enhancing land use, noise, air esthetics, utilities, etc. The improvmeent of this street will eliminate the majority of the detrimental aspects of vehicular traffic by providing for greater efficiency.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
   No additional right-of-way required.

   Consequences:

   None.

2. Estimated Changes in Traffic Patterns:
   (See Traffic Volumes and Projections in attached proposed improvement report.)

   Consequences:

3. Estimated Changes in Land Use:

   None anticipated.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   None.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

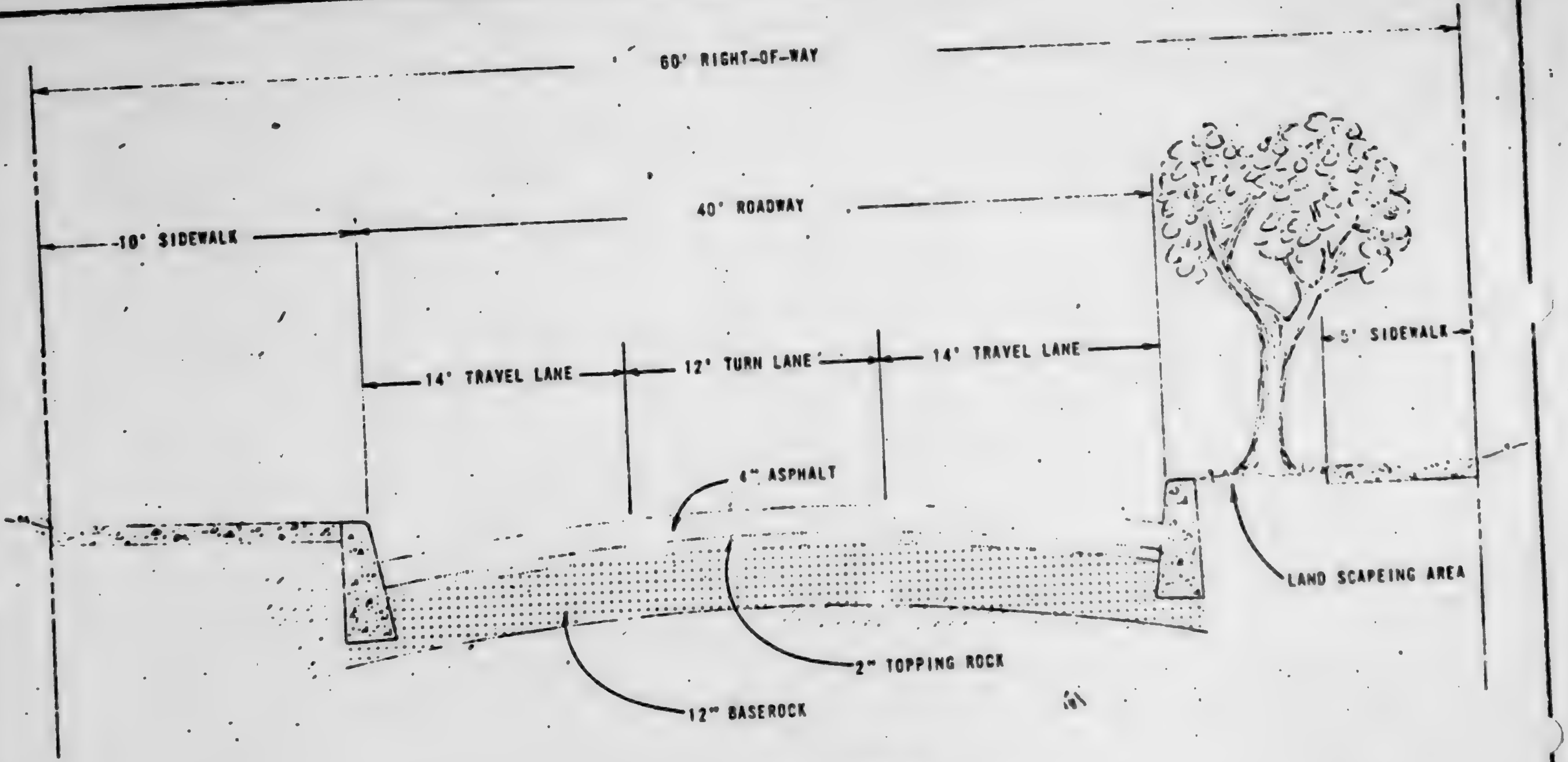
MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ______________________

☒ Non-Major Action


60' RIGHT-OF-WAY
40' ROADWAY
10' SIDEWALK
14' TRAVEL LANE
12' TURN LANE
14' TRAVEL LANE
5' SIDEWALK
4" ASPHALT
2" TOPPING ROCK
12" BASEROCK
LAND SCAPEING AREA

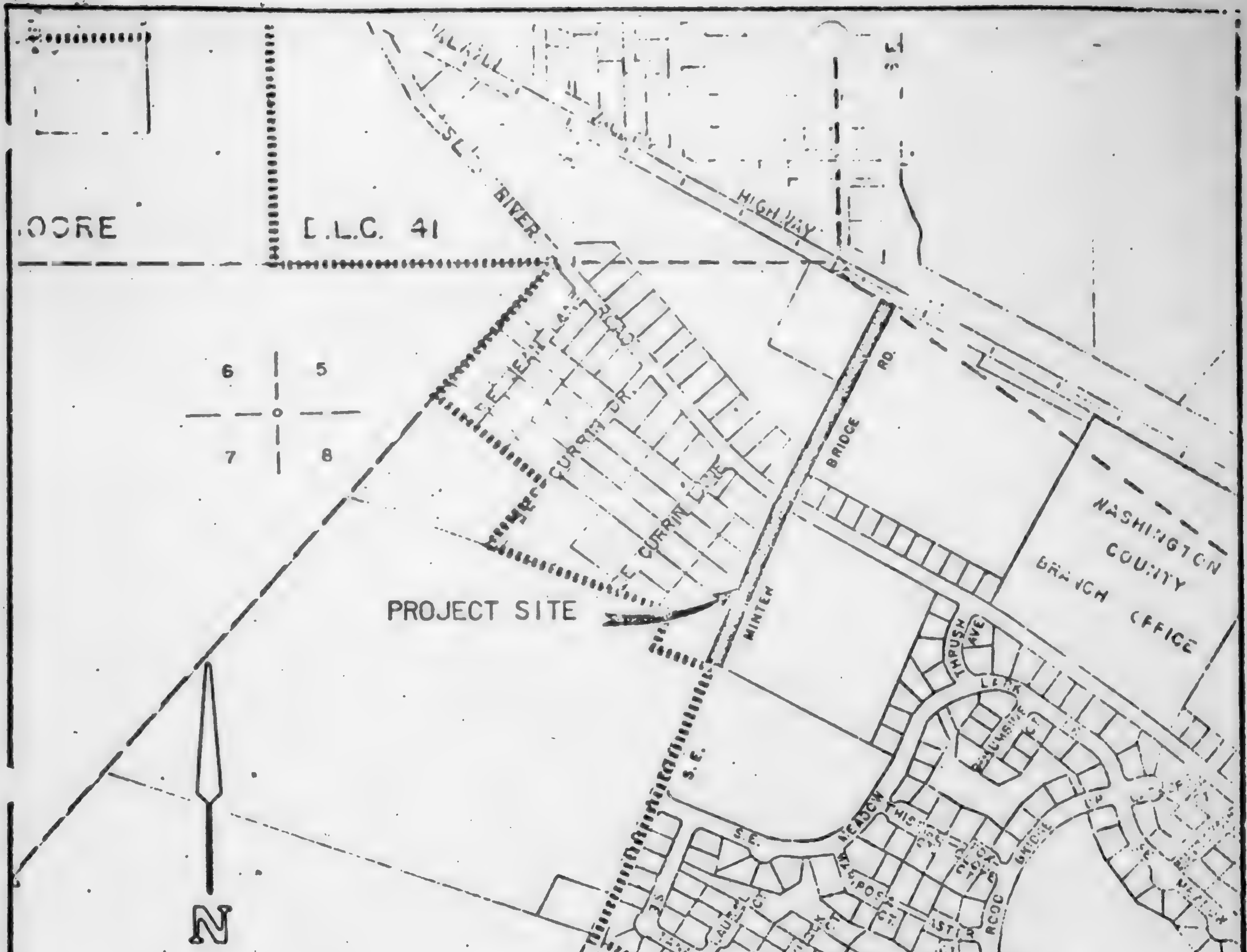
TYPICAL CROSS-SECTION
S.E. RIVER ROAD & S.E. MINTER BR. RD.
N.T.S.

REVISION

CITY OF HILLSBORO, ORE.
205 S.E. 2nd. AVE
648-0821
DES G T D
[illegible] W W C
CAD G T D
SCALE AS SHOWN

S.E. RIVER RD. & S.E. MINTER BR. RD.
FEDERAL URBAN SYSTEM PROJECT
DESIRED ROADWAY CROSS-SECTION
DATE FEB [illegible]
DWG. NO

PAGE
1
1


OORE
D.L.C. 41
RIVER
HIGHWAY
6
5
7
8
S.E. CURRIN DR.
S.E. CURRIN LANE
PROJECT SITE
BRIDGE RD.
MINTER
S.E.
N
THRUSH AVE
LARK
WASHINGTON COUNTY BRANCH OFFICE
S.E. MEADOW
HILLSBORO SENIOR HIGH
S.W.

CITY OF HILLSBORO, ORE.
LOCATION MAP
S.E. MINTER BRIDGE ROAD
MAP NO. 1

S.E. MINTER BRIDGE ROAD (Tualatin Valley Highway, ORE 8, to South City Limits)

Proposed Improvement Report

Physical Description of the Project

Location. S.E. Minter Bridge Road is located in Sections 5 and 8, Township 1 south, Range 2 west of the Willamette Meridian, Washington County, Oregon. This street intersects with and lies south of Tualatin Valley Highway and is designated as a north-south arterial street. Minter Bridge Road intersects with River Road, a arterial street lying easterly and westerly. At the present time no local streets intersect with this street, but in the near future a few will, as development occurs. The north end of Minter Bridge Road intersects with the Southern Pacific Railroad. (see Map No. 1)

Existing Improvement. The surface of this street is in very poor condition. The majority of the street is beyond minor repairs stage. Presently an oil mat varying in a depth of 1" to 3", 18 to 22 feet wide exists. There is little or no base rock under the majority of the street. After the heavy ranins and freezing during the winter of 1974, the City maintenance crews have patched weak areas several times, and still the street is cracking and showing mud boils. Drainage consists of ditches with culverts at the intersection of River Road and Minter Bridge Road. During peak rain periods some flooding occurs just north of the intersection of River Road and Minter Bridge Road. The present use of this street is that of a arterial street, with the majority of vehicular use from outlying County areas, south of the City limits, and commercial uses such as nurseries and a sanitary land fill.

8377

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: ROW 18-2

INTER-OFFICE CORRESPONDENCE
June 17, 1976
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

SUBJECT: Railroad Agreement
S.E. 13th Ave.-Rood Br. Rd.
(Hillsboro) Section
S.E. River Rd.-Minter Br. Rd.
(FAUS 0005 & 0017)
Washington County

TO: J. B. Boyd
Right of Way Engineer

BUILDING

In the afternoon of June 16, I had a telephone call from Dick Johnston, Asst. Engineer for Southern Pacific Trans. Co., regarding the Pre-Construction Conference on the subject section. He commented that during his attendance at this Pre-Construction Conference, he notified the State and the Contractor that no work could be done at the Railroad crossings until such time as the PUC order has been issued. Also no work could be done on the Railroad right of way until the Contractor's insurance requirements had been met.

In reviewing my files on this project, I found that the PUC applications for the widening of S.E. River Rd. and S.E. Minter Br. Rd. were submitted by Mr. J. L. Sollis' office to the PUC on May 17, 1976. To date, the applications have not been served on any of the interested parties in this matter. It will take approximately 60 days after the PUC office sends applications to the interested parties before the PUC order can be issued. It would appear then that the Contractor will not be able to do any work in the vicinity of the Railroad until approximately the middle of August.

The coordination in awarding the contract for this project was exceedingly poor. The first information I had of this project was when the Schedule of Contract Lettings dated March 15, 1976 was issued. I received no further information regarding this project until I received the encroachment map for this work on March 29, 1976, at which time I immediately forwarded it to Southern Pacific Trans. Co. On April 8, 1976, I received the easement descriptions necessary, and subsequently forwarded them to Southern Pacific Trans. Co. The Special Provisions do not allow the Contractor to enter on Railroad right of way until July 1, 1976. At the time the project was being put together, it was anticipated that the PUC would serve the application in an orderly manner and the necessary order could be issued in time to meet this date. Normally it takes an average of six months from the initial contact with the Railroad before an easement is received and clearance is granted by the Railroad for work to proceed. In this instance it was felt that the shortened time could be met due to the minor involvement on Railroad right of way.

At the Pre-Construction Conference, I was informed that there were great rumblings in claiming of the Railroad and/or my office for the necessary delays to the Contractor in performance of the contract work. I do not feel that these admonitions of the Railroad and my office are justified in view of the short time frame we had in order to try to clear the right of way for the letting of this project.

As a result of the difficulties involved in this and other projects, it is recommended that advertisements for bids for any contract involving Railroad right of way be placed at least six months after the initial information is received by my office and transmitted to the Railroad involved. If this procedure is followed in the future, delays of this type can be greatly minimized. The Railroads will cooperate with us in expediting the necessary agreements, etc., when a real necessity is warranted, such as the S. 6th St. Overcrossing of the SPRR tracks in Klamath Falls, but they can't do this on every project.

I will keep you advised as to the progress of agreements and PUC applications regarding these two grade crossings as they develop. If you should desire any further information regarding this matter, please contact me.

JEC:jr

cc: R. L. Schroeder
L. W. Rulien
C. T. Keasey
J. L. Sollis
Willard Scofield
Enrique Rodriquez

fans

May 28, 1976

Mr. R. E. Bancroft
City Engineer
City of Hillsboro
205 S. E. Second Avenue
Hillsboro, Oregon 97123

Dear Mr. Bancroft:

The Highway Division opened bids yesterday on the S. E. 13th Avenue-Rood Bridge Road Section, Urban System Project M-0005(1) and M-0017(1). Four bids were received and the low bid was submitted by Cascade Construction Company of Portland.

The anticipated construction cost based on their bid is as follows:

Contractor's Bid	$829,090.86
Anticipated Additional Items	39,700.00
	$868,790.86
Contingencies (4-1/2%)	39,095.59
Engineering (9%)	78,191.18
	$986,077.63

City's Estimated Share:
11% of $986,077.63 = $108,468.54

ADVANCE DEPOSIT = $108,500

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

Please make your check in the amount of $108,500 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, 9200 S. W. McLoughlin Boulevard, Milwaukie 97222.

Very truly yours,

GEZ
for Richard Unrein
Urban Engineer
Project Management Section

GEZ:sch

bc w/att: Jon Rose--Upon receipt of city's check, notify Carl Nelson at 378-6563, attach copy of notification of advance deposit No. AD-205 and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

CARD 1

Oregon State Highway Division

AD-205

OTIFICATION OF ADVANCE DEPOSIT

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference
Invoice No.
Date Recd.

Depositor City of Hillsboro

Amount $108,500

Section Responsible for Monitoring Project Region 1

Estimated Completion Date 1/1/77

CARD 2

Purpose Construction Advance Deposit for Urban System Project

Other Information (File #, FA Project, etc.) M-0005(1) and M-0017(1)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 334-1083 PE Prefix
(4) ☐ SCA
(5) ☒ Urban
(6) ☐ FAS-C
(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks S. E. 13th Avenue-Rood Bridge Road
FAU 0005, FAU 0017

Prepared by Gary E. Zehner Date 5-28-76
Gary E. Zehner

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD-205

To: County-City Unit
203 State Highway Building

ACCOUNTING ONLY
Reference
Invoice No.
Date Recd.
Deposit Amt.

Depositor City of Hillsboro

Remarks Construction advance deposit for
S. E. 13th Ave.-Rood Br. Rd., M-0005(1) and M-0017(1).

Received by

Form 81-734-1382

S.E. 13TH AVE.-ROOD BRIDGE RD. (HILLSBORO) SECTION

FAS ROUTES 0005 AND 0017

WASHINGTON COUNTY

FAP Nos. M-0005(1) and M-0017(1)
1.5 miles Grading, Paving, Signing and Signals

Bids Received May 27, 1976

1.	Mobilization	All Specified		$ ~~73,000.00~~	35,000
2.	Temporary Protection and Direction of Traffic	All Specified		~~3,100.00~~	3,500
3.	Temporary Signs	252 sq.ft.	~~6.00~~ 7^{50}	1,512.00	1,890
4.	Temporary Barricades	16 only	~~100.00~~ 137^{50}	1,600.00	2,200
5.	Flagmen	600 hours	15.00 ✓	9,000.00 ✓	
	ROADWORK				
6.	Clearing and Grubbing	All Specified		~~3,000.00~~	3,552
7.	Removal of Structures and Obstructions	All Specified		~~2,500.00~~	4,400
8.	Ditch Excavation	50 cu.yds.	~~5.00~~ 25-	~~250.00~~	1,250
9.	General Excavation	14,673 cu.yds.	~~3.00~~ 1^{73}	~~44,019.00~~	$25,384^{29}$
10.	Trench Excavation	8,714 cu.yds.	~~6.00~~ 4^{75}	~~52,284.00~~	$41,391^{50}$
11.	Finishing Roadbed and Slopes	All Specified		~~4,000.00~~	10,980
12.	Watering	260 M-gals.	~~7.00~~ 6-	~~1,820.00~~	1,560
13.	Coarse Aggregate Base	7,260 tons	~~4.75~~ 4-	~~34,485.00~~	29,040
14.	Class "B" or Class "C" Asphalt Concrete Mixture	21,300 tons	10.00 ✓	213,000.00 ✓	
15.	Asphalt Cement in Mixture	1,380 tons	~~75.00~~ 60-	~~103,500.00~~	82,800
16.	Asphalt in Tack Coat	6 tons	~~130.00~~ 150-	~~780.00~~	900
17.	8-inch Sewer Pipe	1,980 lin.ft.	~~4.25~~ 3^{20}	~~8,415.00~~	6,336
18.	10-inch Sewer Pipe	54 lin.ft.	~~5.50~~ 10-	~~297.00~~	540
19.	12-inch Sewer Pipe	368 lin.ft.	~~7.50~~ 8^{25}	~~2,760.00~~	3,036
20.	15-inch Sewer Pipe	320 lin.ft.	~~9.50~~ 8^{80}	~~3,040.00~~	2,816
21.	18-inch Sewer Pipe	956 lin.ft.	~~12.00~~ 9^{17}	~~11,472.00~~	$8,766^{52}$
22.	21-inch Sewer Pipe	2,128 lin.ft.	~~15.00~~ 11^{50}	~~31,920.00~~	24,472
23.	24-inch Sewer Pipe	1,914 lin.ft.	~~17.25~~ 13^{75}	~~33,016.50~~	$26,317^{50}$
24.	27-inch Sewer Pipe	2,430 lin.ft.	~~20.25~~ 18^{90}	~~49,207.50~~	45,927
25.	30-inch Sewer Pipe	446 lin.ft.	~~26.00~~ 23^{80}	~~11,596.00~~	$10,614^{80}$
26.	36-inch Sewer Pipe	26 lin.ft.	~~32.00~~ 33-	~~832.00~~	858-
27.	Extra for Pipe Under Pavement	16 lin.ft.	~~12.00~~ 7-	~~192.00~~	112

28.	Concrete Manholes	22 only	~~750.00~~ 914 –	$ ~~16,500.00~~	20,108
29.	Concrete Inlets, Type CG-1	71 only	~~375.00~~ 230 –	~~26,625.00~~	16,330
30.	Concrete Inlets, Type G-1	1 only	~~350.00~~ 225 –	~~350.00~~	225
31.	6-inch Drain Pipe	120 lin.ft.	~~4.50~~ 2^{90}	~~540.00~~	348
32.	8-inch Drain Pipe	1,190 lin.ft.	~~5.50~~ 3^{20}	~~6,545.00~~	3,808
33.	Special Filter Material in Drains	127 cu.yds.	~~15.00~~ 20 –	~~1,905.00~~	2,540
34.	Concrete Walks	10,000 sq.yds.	~~8.00~~ 6^{70}	~~80,000.00~~	67,000
35.	Concrete Driveways	1,500 sq.yds.	~~10.00~~ 10^{20}	~~15,000.00~~	15,300
36.	Concrete Curbs	980 cu.yds.	~~80.00~~ 67^{15}	~~78,400.00~~	65,807
37.	Extra for Asphalt Approaches	12 only	~~100.00~~ 125 –	~~1,200.00~~	1,500
38.	Loose Riprap, Class 700	40 cu.yds.	~~15.00~~ 20 –	600.00	800
39.	Salvaging Guard Rail	25 lin.ft.	~~1.50~~ 1 –	~~37.50~~	25
40.	Guard Rail, Type 1, Salvaged Type 1	25 lin.ft.	2.50 ✓	62.50 ✓	
41.	Adjusting Manholes	21 only	~~175.00~~ 80 –	~~3,675.00~~	1,680
42.	Adjusting Inlets	1 only	100.00 ✓	100.00 ✓	
43.	Setting Mailbox Posts	42 only	~~35.00~~ 25 –	~~1,470.00~~	1,050
44.	Seeding and Mulching	2 acres	~~750.00~~ 469 –	~~1,500.00~~	938
45.	Furnishing and Planting Trees	116 only	~~40.00~~ 32 –	~~4,640.00~~	3,712
	SIGNING				
46.	Removal of Existing Sign Installations	All Specified		~~750.00~~	500
47.	Move Existing Signs	All Specified		~~500.00~~	200
48.	Wood Sign Posts	All Specified		~~3,000.00~~	3,375
49.	Type "C" and "D" Signs in Place	283 sq.ft.	~~8.00~~ 6^{50}	~~2,264.00~~	1,839^{50}
50.	Type "I" Signs in Place	63 sq.ft.	~~10.00~~ 6^{75}	~~630.00~~	425^{25}
51.	Type "EE" Signs in Place	63 sq.ft.	~~12.00~~ 9 –	~~756.00~~	567
52.	Type "U" Signs in Place	74 sq.ft.	~~9.00~~ 10 –	666.00	740
	SIGNALS				
53.	Traffic Signal Installation, Complete	All Specified		~~41,230.00~~	24,467
		For Comparison of Bids		~~$989,544.00~~	829,090.86

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$ ~~989,544.00~~	829,090.86
Anticipated Additional Items:			
Railroad Protective Costs	$ 6,200.00		
Permanent Pavement Striping	300.00		
Stage Construction Striping	1,000.00		
Temporary Erosion Control	2,500.00		
Furnish Mailbox Posts	300.00		
On-the-Job Trainees (2)	1,600.00		
Signal Controller Testing	1,500.00		
Bikeway Signs	2,300.00		
Lime Treatment of Wet Subgrade	20,000.00		
Furnish and Install Monument Boxes	1,000.00		
Move or Reconstruct Existing Fence, Curb, Shrubs, Etc.	2,000.00		
Hookups to Miscellaneous House and Field Drains	1,000.00		
		39,700.00	
		$1,029,244.00	868,790.86
Contingencies (4-1/2%)		46,315.98	39,095.59
Engineering (9%)		92,631.96	78,191.18
Estimated Net Authorization, Construction		$1,168,191.94	$986,077.63

CITY'S SHARE 11% = 108,468.54

ADV. DEP. = $108,500

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE COMPANY OF AMERICA
FIRST NATIONAL INSURANCE COMPANY OF AMERICA

BID RESULTS

AGC

989,544- FAUS

PROJECT NO.: #19 - SE 13TH AVE. - ROOD BR. ROAD (HILLSBORO) SECTION FAU ROUTES 0005 AND 0017

OWNER: OREGON STATE HIGHWAY DEPARTMENT

DATE: MAY 27, 1976

PAGE 1

Babler Bros Port. $1,180,236

1. Cascade Const. Co. Port. 829,090 86
2. Baker Rock & Tualatin Bros. 999,268
3. Columbia Exc. 1,113,166 ^{60}

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Mobilization	1	35,000	45,000	38,415
	Traffic L.S. Temporary Protection and Direction of	2	3,500	20,000	35,600
252	S.F. Temporary Signs	3	7^{50}	6^{50}	7^{50}
16	Only Temporary Barricades	4	137^{50}	60-	50-
600	Hrs. Flagmen	5	15-	14-	15-
	ROADWORK L.S. Clearing and Grubbing	6	3,552	14,000	9,770
	L.S. Removal of Structures and Obstructions	7	4,400	2,500	8,775
50	C.Y. Ditch Excavation	8	25-	5-	4^{60}
14,673	C.Y. General Excavation	9	1^{73}	4^{85}	3^{50}
8,714	C.Y. Trench Excavation	10	4^{75}	3^{70}	4-
	L.S. Finishing Roadbed and Slopes	11	10,980	6,000	19,429
260	M-gals. Watering	12	6-	5-	15-
7,260	Tons Coarse Aggregate Base	13	4-	3^{75}	5^{50}
21,300	Mixture Tons Class "B" or Class "C" Asphalt Concrete	14	10-	10^{29}	11-
1,380	Tons Asphalt Cement in Mixture	15	60-	65-	61-
6	Tons Asphalt in Tack Coat	16	150	100	155
1,980	L.F. 8-inch Sewer Pipe	17	3^{20}	8^{90}	15^{20}
54	L.F. 10-inch Sewer Pipe	18	10-	9^{90}	16^{35}

® SAFECO Insurance Company of America, registered trademark of

PROJECT NO.: #19 - SE 13TH AVE. - ROOD BR. ROAD (HILLSBORO) SECT. FAU ROUTES, ETC. PAGE: 2 of 3

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
368	L.F.	12-inch Sewer Pipe	19	8^{25}	13^{10}	19^{90}
320	L.F.	15-inch Sewer Pipe	20	8^{80}	14-	21^{65}
956	L.F.	18-inch Sewer Pipe	21	9^{17}	16-	20^{95}
2,128	L.F.	21-inch Sewer Pipe	22	11^{50}	19^{50}	22^{50}
1,914	L.F.	24-inch Sewer Pipe	23	13^{75}	20^{50}	26^{30}
2,430	L.F.	27-inch Sewer Pipe	24	18^{90}	24^{50}	29^{75}
446	L.F.	30-inch Sewer Pipe	25	23^{80}	27^{50}	32^{95}
26	L.F.	36-inch Sewer Pipe	26	33-	29-	42^{85}
16	L.F.	Extra for Pipe Under Pavement	27	7-	6-	12-
22	Only	Concrete Manholes	28	914	950	950
71	Only	Concrete Inlets, Type CG-1	29	230	325	317
1	Only	Concrete Inlets, Type G-2	30	225	325	317
120	L.F.	6-inch Drain Pipe	31	2^{90}	5-	15^{50}
1,190	L.F.	8-inch Drain Pipe	32	3^{20}	7^{50}	19-
127	C.Y.	Special Filter Material in Drains	33	20-	12-	13-
10,000	S.Y.	Concrete Walks	34	6^{70}	7^{95}	8^{25}
1,500	S.Y.	Concrete Driveways	35	10^{20}	11^{45}	11^{80}
960	C.Y.	Concrete Curbs	36	67^{15}	65^{70}	67^{20}
12	Only	Extra for Asphalt Approaches	37	125	60-	160
40	C.Y.	Loose Riprap, Class 700	38	20-	30-	8^{50}
25	L.F.	Salvaging Guard Rail	39	1-	10-	2^{50}
25	L.F.	Guard Rail, Type 1, Salvaged, Type 1	40	2^{50}	10-	4^{50}
21	Only	Adjusting Manholes	41	80-	100	110
1	Only	Adjusting Inlets	42	100	100	110
42	Only	Setting Mailbox Posts	43	25-	40-	75-
2	Acres	Seeding and Mulching	44	469	500	585
116	Only	Furnishing and Planting Trees	45	32-	35-	41-
	L.S.	SIGNING Removal of Existing Sign Installations	46	500	1,000	800

PROJECT NO.: #19 - SE 13TH AVE. - ROOD BR. ROAD (HILLSBORO) SECT. FAU ROUTES, ETC. PAGE: 3 of 3

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S. Move Existing Signs	47	200	250	150
	L.S. Wood Sign Posts	48	3,375	4,250	5,300
283	S.F. Type "C" and "D" Signs in Place	49	6^{50}	7-	7-
63	S.F. Type "I" Signs in Place	50	6^{75}	8	8^{80}
63	S.F. Type "EE" Signs in Place	51	9-	9^{25}	9^{30}
74	S.F. Type "U" Signs in Place	52	10-	12-	18-
	L.S. SIGNALS Traffic Signal Installation, Complete	53	24,467	25,750	27,500

9377

15

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
TRIAL DIVISION
106 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

May 17, 1976

Mr. Donald A. Still
Administrator
Railroad Division
Labor & Industries Building
Salem, OR 97310

RE: PUX 1060

Dear Mr. Still:

Enclosed is an original and ten copies of the Application of the Department of Transportation, Highway Division, in the above-subject matter.

Two of the copies are for service upon Southern Pacific Transportation Company, one copy for service upon Washington County, one copy for service upon City of Hillsboro and six copies are for use by your office.

Very truly yours,

LEE JOHNSON
Attorney General

ORIGINAL SIGNED BY
JACK L. SOLLIS
Jack L. Sollis
Assistant Attorney General

JLS:sjb
enclosures

cc: ✓F. B. Klaboe
C. O. Fredrickson
C. T. Keasey
D. N. Harwell
James E. Chidsey

RECEIVED
MAY 19 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAY 19 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
MARIE STEPHENS

PUC Crossing No. FD-763.80

DOT-AAR Crossing No. 749 342 X

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with
a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.____________ (020/030/040), to

alter (construct/alter/change protection at/relocate/close) a grade (grade/separated) crossing

of S.W. River Road (name of street or highway)

and Southern Pacific Transportation Company (name of railroad company),

Tillamook Branch (name of railroad main or branch line or other trackage),

in (in/near) Hillsboro (name of city/town/rail station), Washington (name of county) County,

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection fund.
Estimate of dollar cost to fund: $____________

☒ Federal-Aid Highway System funds.*
Federal-Aid Urban System

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*
____

☐ None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/75
Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) __X__ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) _____ Other (please specify) ____________________________________

____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

SECTION I. (To be fil out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

Address: Highway Building, Salem, OR 97310

2. Statutory authority under which this application is made:

ORS 763.030
(ORS 763.020/030/040)

Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

Railroad milepost 763.80

City Hillsboro

Nearest railroad station Hillsboro

County Washington

The proposed project is to be in the SW 1/4 of the SW 1/4 of Section 5, Township 1S, Range 2W, W. M.

4. Name of public highway involved in this project:

S.E. River Road

Name of public authority with jurisdiction over this highway:

City of Hillsboro

5. Name of railroad involved in this project: Southern Pacific Transportation Co.

Tillamook Branch
(include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

a. Portland General Electric
b. Northwest Natural Gas Company
c. General Telephone
d. City of Hillsboro
e. Washington County
f. Southern Pacific Transportation Co.
g. Oregon DOT, Highway Division

Have you served each of these parties with a copy of this application?

no
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

River Road will be improved by widening the existing street to 40 feet between curbs. providing three lanes for traffic at the crossing; installing seven-inch curbs on both sides of River Road; providing a 5.5' sidewalk on N.E. side and 8.5' bikeway on SW side of River Road outside the curbs.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? yes

If yes, why? To provide better capabilities for traffic at the crossing; to provide more adequate areas for pedestrians and bicycle traffic.

9. Is the crossing involved (to be) a separated crossing? no

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? no

If no, why not? not practical due to inadequate space for under or over crossing in close proximity to State Highway 8.

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project: The project is on the south side of the intersection of the Tualatin Valley Hwy.(State Hwy. 8) and S.E. River Road. The bearing of S.E. River Road, at the intersection, is S28°53'E. The bearing of the State Highway No. 8, at the intersection, is S 59" 37' E. (See attached drawing)

(2) Width---The highway is 24 feet wide at the crossing at present; after completion of the project, it will be ___ feet wide at the crossing; consisting (from

E (N or E) to W (S or W)) of:

At present--		After completion--	
Shoulder* of	0 feet	Shoulder of	3 feet
1 lane(s) at	12 ft.each	1 lane(s)at	11 ft.each
Median of	0 feet	Median of	2 feet
		1 lane at	10 feet
1 lane(s) at	12 ft.each	1 lane(s)at	11 ft.each
Shoulder of	0 feet	Shoulder of	3' feet

Explanation, if necessary The 10' lane is a left turn lane for traffic entering onto the Tualatin Valley Highway.

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---

	At present:	After completion:
Type of surface on traveled way:		
on approaches	oil mat	asphaltic concrete
at crossing	oil mat	asphaltic concrete
Type of surface on shoulders:	no shoulders	asphaltic concrete
Condition of surface:		
on approaches	fair	new
at crossing	good	good
Is the highway curbed on the approaches?	no	yes

(4) Gradient, going toward crossing on--

	At present:	After completion:
N (N or E) approach	± +1.6 %	± +1.6 %
S (S or W) approach	± +2.3 %	± +0.50 %

(5) Nearest public roadway intersection on each approach---

(a) N (N or E) approach: 55 ft; ADT 15,200

(b) S (S or W) approach: 1400 ft; ADT 500(est)

Name of road or highway:

(a) State Highway #8

(b) S.E. Jean Lane

Public authority with jurisdiction over road or highway:

(a) Oregon DOT, Highway Division

(b) City of Hillsboro

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) yes (yes/no); (b) no (yes/no).

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

State Highway #8 and S.E. 13th Avenue is a signalized intersection and interconnected circuitry exists with railroad crossing, including part-time turn restriction signs.

b. The Railroad

	At present:	After completion:
(1) Number of tracks---	1	1

Name of each track from N (N or E) to S (S or W):

Tillamook Branch Mainline

(2) Angle of intersection--- 30°44' ° 46°15' °

If more t one track-highway angle exists, pl e give details below, t ck by track:

After road improvement angle of intersection will be 46"15'

(3) Alignment--- Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

on Tangent

(4) Nearest switch---

	At present:	After completion:
E (N or E) of crossing:	7920 ft	7920 ft
W (S or W) of crossing:	5544 ft	5544 ft

(5) Rail through crossing---

	At present:	After completion:
Weight of rail (lbs/yard):	113	same
Year installed:	1972	
Year manufactured:	1945	

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs:

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: 4140; After completion: 4400;

Expected 5 years after completion: 6128.

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on N (N or E) approach:	25 mph	25 mph
on S (S or W) approach:	35 mph	35 mph
At crossing:	25 mph	25 mph
Posted speed limit on approaches:	N 25; S 35 mph	N 25; S 35 mph

(3) Direction of traffic flow: N & S (N & S, etc.) ____________

b. The Railroad

(1) Train movements---
(avg per day)

	At present:	Expected after completion:
Freight trains:	6	6
Switching movements:	0	0
Passenger trains:	0	0

(2) Speed of trains---

	At present:	Expected after completion:
Maximum allowable:	30 mph	30 mph
Typical:	20 mph	20 mph
Slowest normal:	20 mph	20 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .

The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 2000+ ft to right; 2000+ ft to left

S (S or W) approach: 2000+ ft to right; 1500+ ft to left

(2) From a "safe stopping distance" (see table on Page 8) on the . . .

The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 330 ft to right; 2000 ft to left

S (S or W) approach: 175 ft to right; 530 ft to left

If these sight distances will be changed on completion of the project, please explain below:

Note: TABLE OF SAFE STOPPING DISTANCES (D")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? no (yes/no)

If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? no (yes/no)

If yes, explain how you propose to overcome this problem:

If no, why not?

Upon completion of the improvement an ordinance will be passed restricting parking along the improvement. "No Parking" signs will be posted upon the passing of the ordinance by the City of Hillsboro.

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectoried crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Existing .... Commissioner's Standard No. 2, flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Existing .... Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Existing .... Traffic signals at adjacent intersection**
Existing .... Track circuitry to interconnect with traffic signals
Existing .... Part-time turn restriction signs**
Existing .... Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: Advance warning sign & pavement markings.

Number of such devices: 2 ; To be located as follows: South at crossing on bicycle path to warn cyclists and roadway

(1) Who will perform the installation? Oregon DOT, Highway Division

(2) Estimated cost of installation: $ 200 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon DOT, Highway Division	100

(4) Who will maintain these devices? City of Hillsboro

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Hillsboro	100

*** Include cost of furnishing the protective device(s).

b. Protection type N/A ______________

Number of such devices: _____; To be located as follows: ______________

(1) Who will perform the installation? ______________

(2) Estimated cost of installation: $______________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

c. Protection type: N/A ______________

Number of such devices: _____; To be located as follows: ______________

(1) Who will perform the installation? ______________

(2) Estimated cost of installation: $______________***

*** Include cost of furnishing the protective device(s).

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co. (widen existing crossing)

Estimated cost of this portion: $________________.

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: City of Hillsboro

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co. - 100%

b. Remainder of crossing area: City of Hillsboro

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

b. Remainder of crossing area: City of Hillsboro

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

b. Remainder of crossing area: City of Hillsboro

19. If automatic protective devices are (~~to be~~) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

Single track predictor units

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? ____________

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings – N/A

20. At the crossing, the highway will be ____________ (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? ________ (yes/no)

If no, please give reasons why attenuators are not necessary:

21. Who will construct the structure?

a. ____________

b. ____________

Form AX-1/75

22. Who will pay for such construction?

Name of Party	Percent of Cost

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

____

b. All highway appurtenances: ______________________________

c. Above the bottom of the beams plus the beam-bearing assemblies:

____

d. Railroad tracks, railroad drainage and all railroad facilities:

____

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

____

b. All highway appurtenances: ______________________________

c. Above the bottom of the beams plus the beam-bearing assemblies:

____

d. Railroad tracks, railroad drainage and all railroad facilities:

____

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? ______________________________

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? ___________

If so, describe (and attach complete drawing): ______________________________

____

____

____

____

27. Is a temporary crossing at grade necessary during the construction period?

______ (yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) ______________________________

____

____

SECTION IV. -- PERMANENT CROSSING CLOSURE N/A

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the clpsure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

____

____

____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: ____

____

Route B: ____

____

30. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: ____
____

Route B: ____
____

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ____
____

Route B: ____

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? ________ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect: ______________
____
____
____

33. What protective devices are currently installed at the crossing to be closed?
____
____

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? ________ (yes/no)

35. Who will close the crossing? ______________________________

36. Who will bear the expense of closing the crossing? ______________
____

37. Who will maintain the barricades, if any, at the closed crossing? ______

38. Who will pay for said maintenance? ______

SECTION V. -- (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: FD-763.30 automatic gate signals, FD-764.00 stop signs and crossbucks FD-764.30, stop signs and crossbucks.

40. Upon completion of this project, will it be possible to close any existing crossings in the area? no (yes/no)

If yes, list and explain: ______

If no, explain why not: all existing crossings in area are necessary for the motoring public will be a topic of study by the Street Committee of the City Council.

41. Other items of construction and cost distribution: ______

* *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? yes 12Y-306, sheets 2 and 3 (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: ______________________________

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 14th day of May, 1976.

FB Klaboe
(Applicant)

(Attorney)

I, F. B. KLABOE, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

FB Klaboe

STATE OF OREGON)
County of) ss.

Subscribed and sworn to before me this 14th day of May, 1976.

(Notary Public for Oregon)

My Commission Expires: 12-18-76

Form AX-1/75
Signature Page

Sec. 5, T.1S., R.2W.
HILLSBORO

① Const. Sidewalk Ramps-2 (Total)

② Const. P.C. Conc. Driveways Type "A" - 9 (Total)
(For Details, See Sheet 2A)

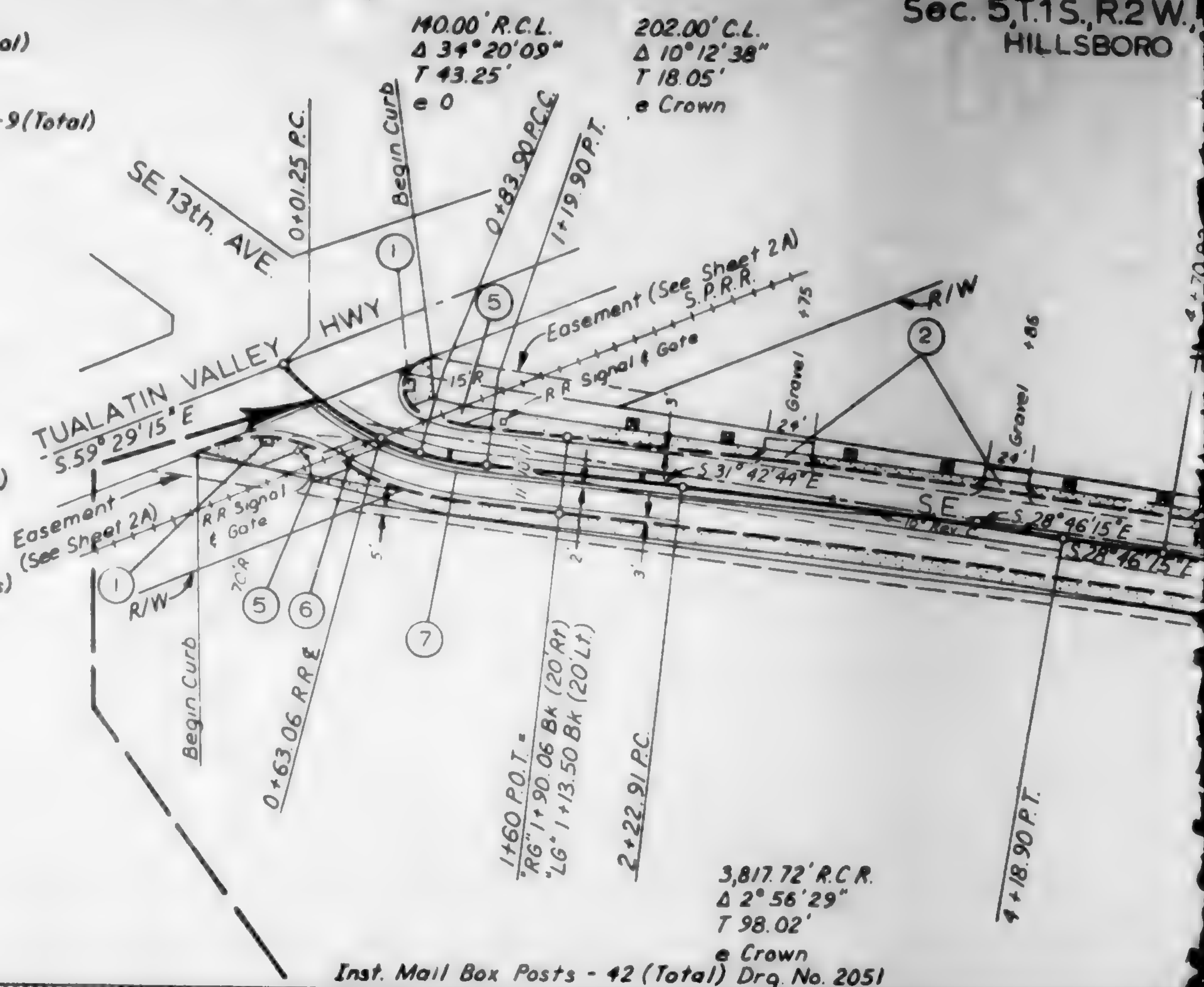
③ Const. Type "A" Curb

④ Const. P.C. Conc. Walk

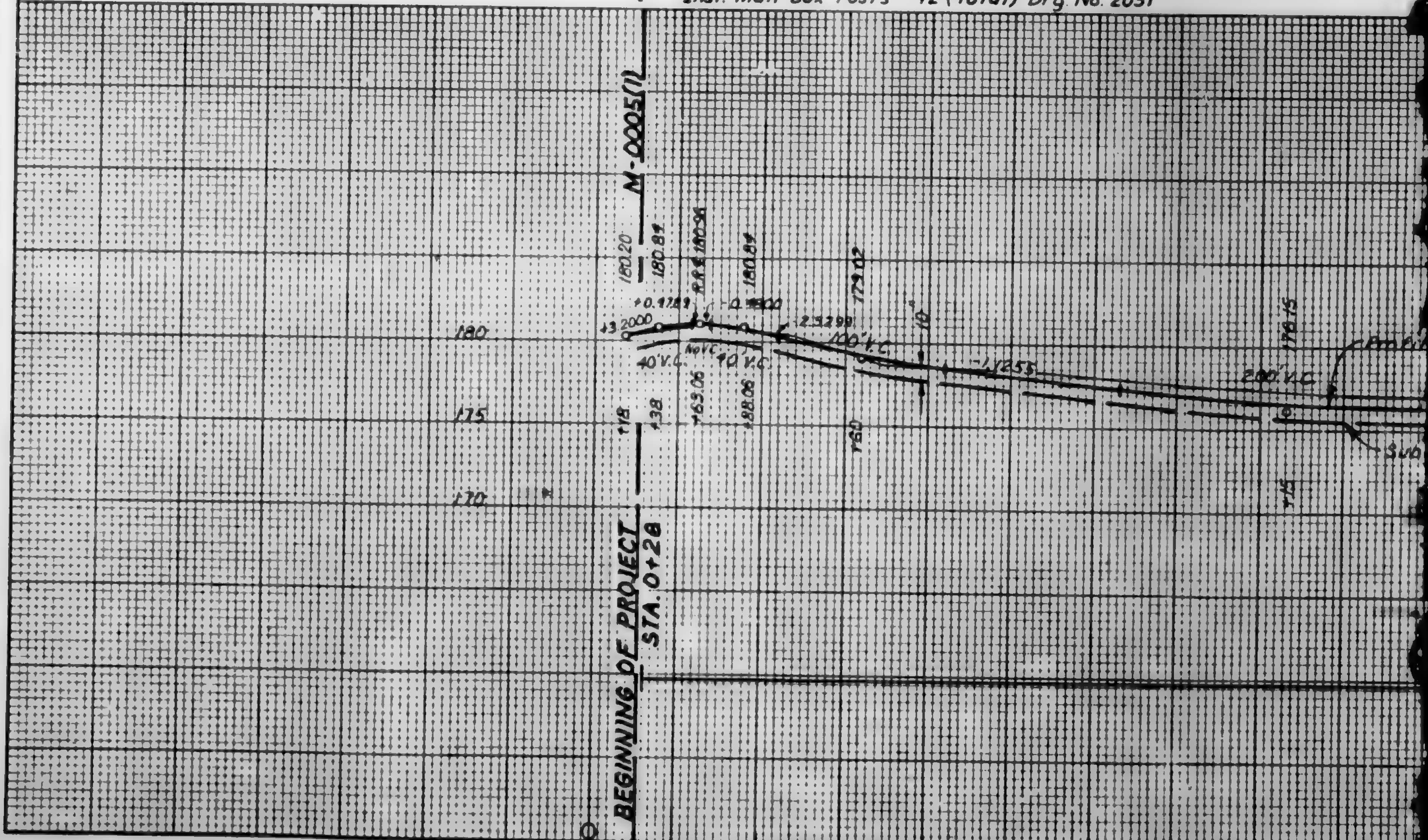
⑤ Const. Sidewalk R.R. Crossing
(For Details, See Sheet 2)

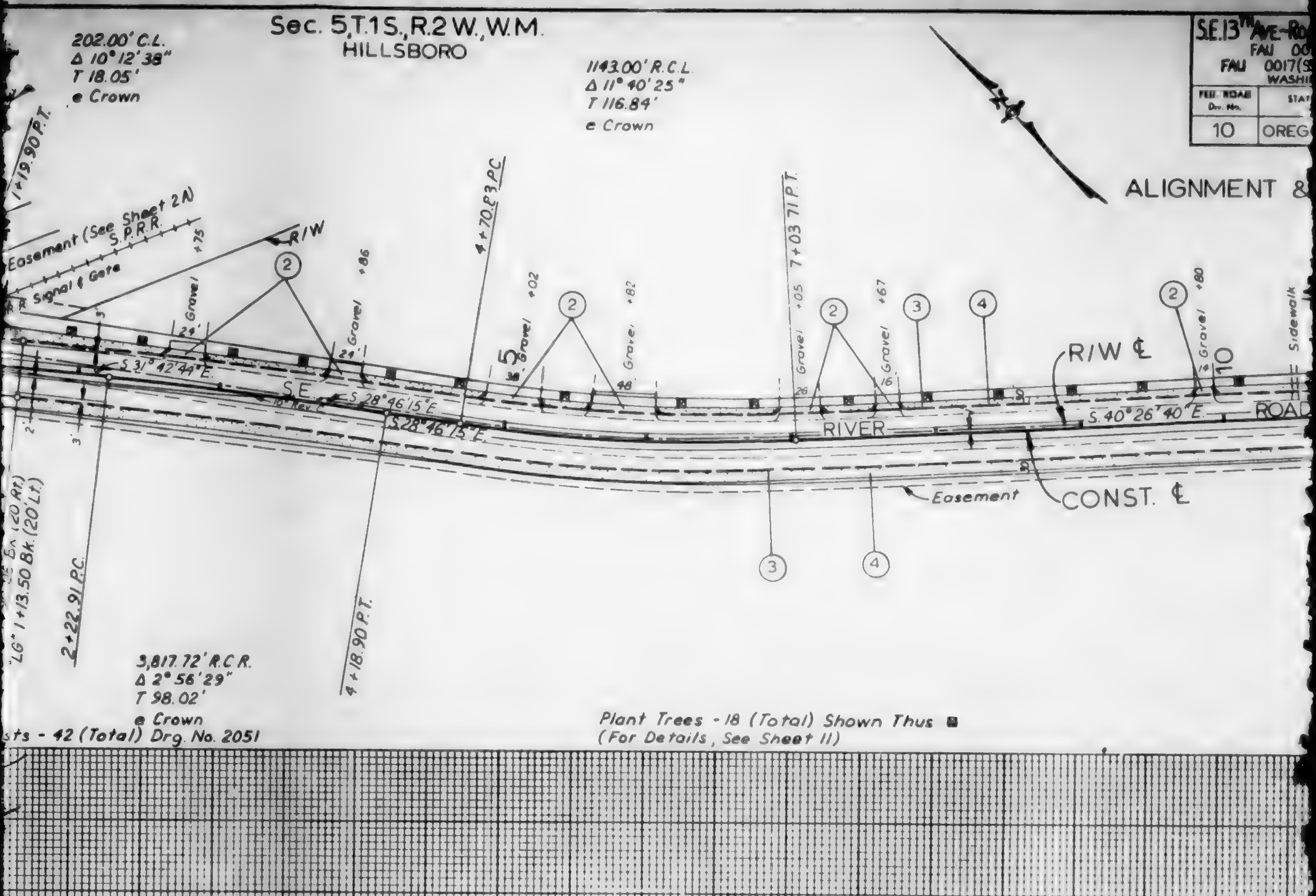
⑥ Sta. 0+60
Const. R.R. Crossing (By Others)

⑦ Painted Traffic Markers (By Others)


140.00' R.C.L.
Δ 34°20'09"
T 43.25'
e 0
202.00' C.L.
Δ 10°12'38"
T 18.05'
e Crown
SE 13th. AVE
0+01.25 P.C.
Begin Curb
0+83.90 P.C.C.
1+19.90 P.T.
TUALATIN VALLEY HWY
S.59°29'15"E
Easement (See Sheet 2A)
S.P.R.R.
R.R. Signal & Gate
R/W
15'R
70'R
Gravel
24'
S.31°42'44"E
SE
S.28°46'15"E
Easement (See Sheet 2A)
R.R. Signal & Gate
R/W
Begin Curb
0+63.06 R.R. ℄
1+60 P.O.T. = "RG" 1+90.06 Bk (20' Rt) "LG" 1+13.50 Bk (20' Lt.)
2+22.91 P.C.
4+18.90 P.T.
3,817.72' R.C.R.
Δ 2°56'29"
T 98.02'
e Crown
+75
+86
1
2
3
5'
5
6
7

Inst. Mail Box Posts - 42 (Total) Drg. No. 2051


M-0005(1)
BEGINNING OF PROJECT
STA. 0+28
180
175
170
180.20
180.84
R.R. ℄ 180.96
180.84
179.02
178.15
+3.2000
+0.1789
-0.4800
-2.5299
-1.1255
40' V.C.
No V.C.
40' V.C.
100' V.C.
200' V.C.
+18
+38
+63.06
+88.06
+60
+10
+15
Sub



Sec. 5, T.1 S., R.2 W., W.M.
HILLSBORO
S.E.13TH AVE-RO
FAU 00
FAU 0017(S
WASHI
FED. ROAD Div. No.
STAT
10
OREGO
ALIGNMENT &
202.00' C.L.
Δ 10° 12' 38"
T 18.05'
e Crown
1143.00' R.C.L.
Δ 11° 40' 25"
T 116.84'
e Crown
1+19.90 P.T.
Easement (See Sheet 2A)
S.P.R.R.
R.R. Signal & Gate
R/W
4+70.83 P.C.
7+03.71 P.T.
+75
+86
+02
+82
+05
+67
+80
Gravel
29'
24'
48
26
16
S 31° 42' 44" E
S 28° 46' 15" E
S.E.
RIVER
ROAD
S 40° 26' 40" E
R/W ℄
CONST. ℄
Easement
Sidewalk
5
10
②
③
④
"LG" 1+13.50 Bk. (20 Rt.) (20 Lt.)
2+22.91 P.C.
4+18.90 P.T.
3,817.72' R.C.R.
Δ 2° 56' 29"
T 98.02'
e Crown
sts - 42 (Total) Drg. No. 2051
Plant Trees - 18 (Total) Shown Thus ■
(For Details, See Sheet 11)
-1.055
200' V.C.
178.15
Profile Grade @ ℄
Extg. Ground Line @ ℄
+0.1933
177.90
150 V.C.
Subgrade
+15
+10
Exc. 1864 (Excess)
637
Emb. 531
5
10

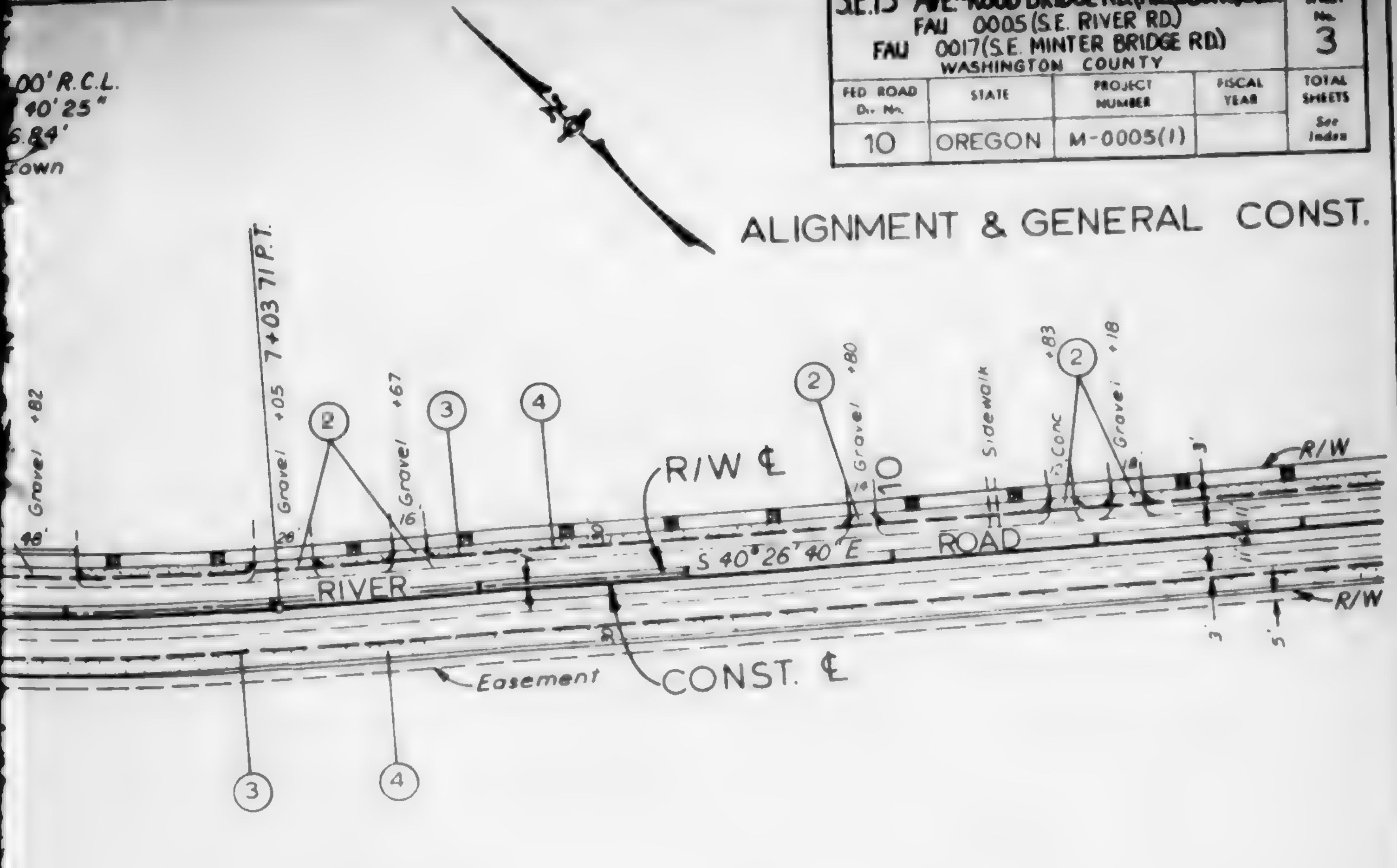
12V - 306

S.E. 13TH AVE.-ROOD BRIDGE RD. (HILLSBORO) SEC.
FAU 0005 (S.E. RIVER RD.)
FAU 0017 (S.E. MINTER BRIDGE RD)
WASHINGTON COUNTY

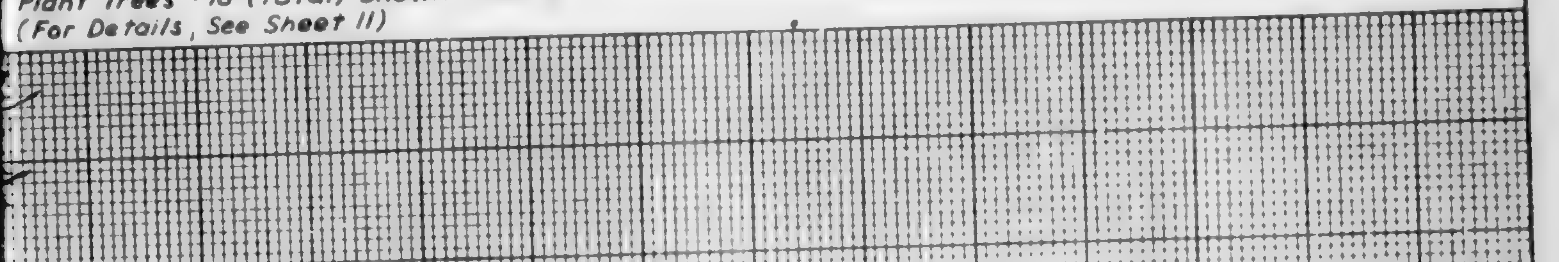
SHEET No. 3

FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-0005(1)		See Index

ALIGNMENT & GENERAL CONST.

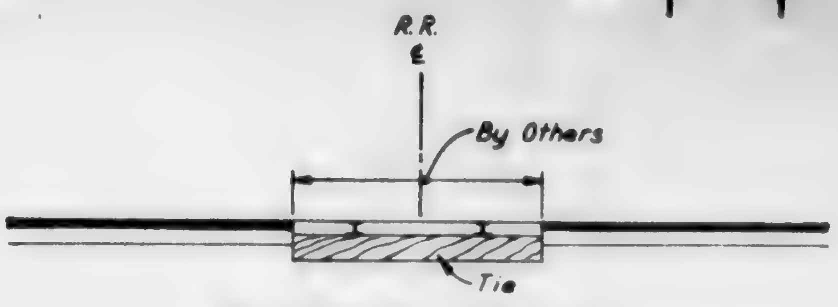

00' R.C.L.
40'25"
6.84'
own
Gravel +82
46'
7+03.71 P.T.
Gravel +05
28'
Gravel +67
16'
②
③
④
R/W ℄
Gravel +80
10
Sidewalk
Conc +83
Gravel +18
R/W
RIVER
S 40°26'40"E
ROAD
Easement
CONST. ℄
3'
5'
③
④

Plant Trees - 18 (Total) Shown Thus ■
(For Details, See Sheet 11)

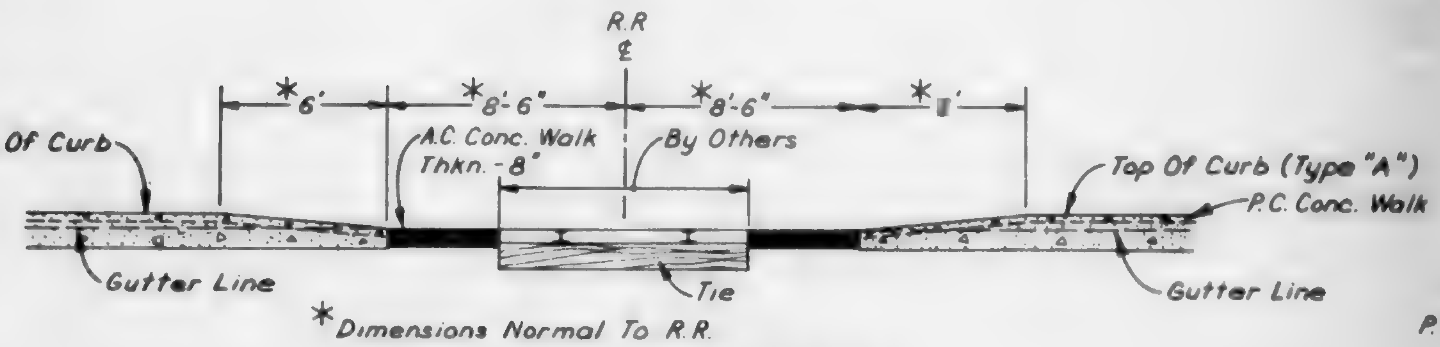

Exist'g Ground Line @ ℄
+0.1933
177.30
150 V.C.
-1.2000
+10
180
175
170
Exc. 1864 (Excess)
637
Emb. 531
10

No R/W Map

TYPICAL S

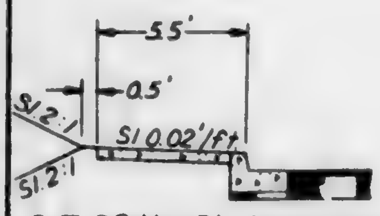

R.R.
℄
By Others
Tie

ROADWAY DETAIL
AT RAILROAD CROSSING
(For Location See Plans)

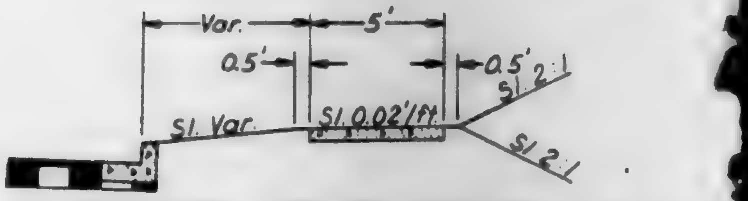

R.R
℄
*6'
*8'-6"
*8'-6"
*11'
Top Of Curb
A.C. Conc. Walk Thkn. - 8"
By Others
Top Of Curb (Type "A")
P.C. Conc. Walk
Gutter Line
Tie
Gutter Line

*Dimensions Normal To R.R.

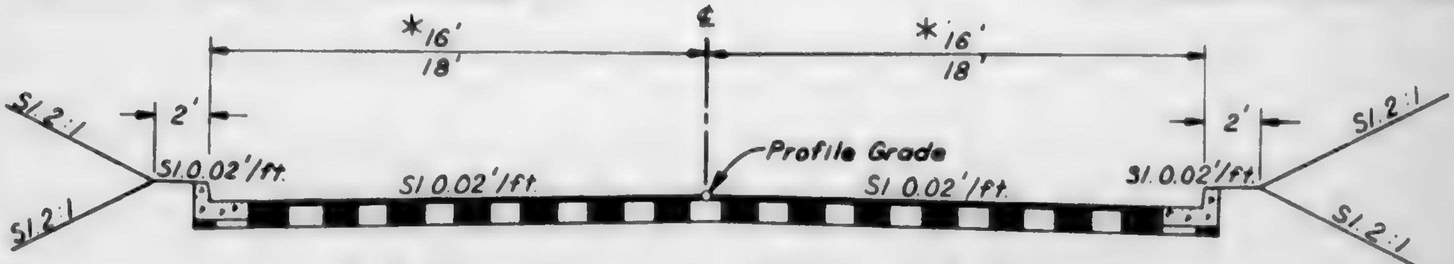
CURB & SIDEWALK DETAIL
AT RAILROAD CROSSING
(For Location See Plans)


5.5'
0.5'
Sl. 2:1
Sl. 0.02'/ft.
Sl. 2:1

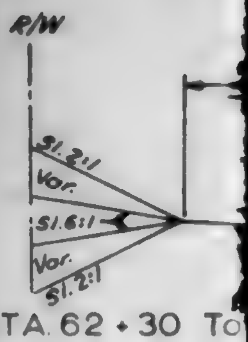
S.E. 29th. Ct., (STA. 57+08.07, Lt. & Rt.)


Var.
5'
0.5'
0.5'
Sl. 2:1
Sl. Var.
Sl. 0.02'/ft.
Sl. 2:1

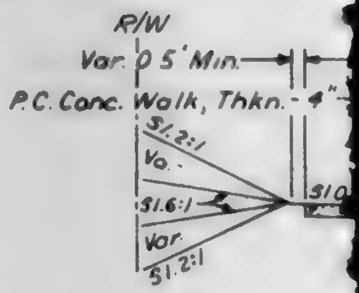
S.E. MEADOW LARK DR., (STA. 55+71.65, Lt. &

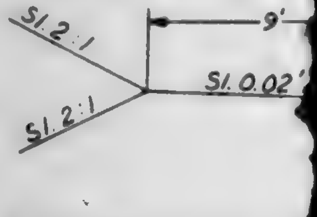

℄
*16'
18'
*16'
18'
2'
2'
Sl. 2:1
Sl. 2:1
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Profile Grade
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1

S.E. Jean Road	(STA. 14 + 74.07, Rt.)
S.E. Currin Drive	18 + 64.97, Lt.)
S.E. Currin Drive	18 + 68.18, Rt.)
S.E. Currin Lane	23 + 24.66, Rt.)
*S.E. Thrush Ave.	34 + 37.61, Rt.)
S.E. 27th. Ct.	50 + 94.46, Lt.)
S.E. Meadow Lark Drive	55 + 71.65, Rt.)
*S.E. 29th. Ct.	57 + 08.07, Lt.)

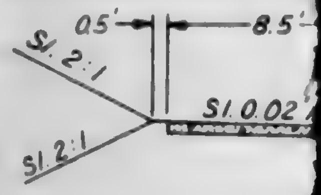

R/W
Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1

STA. 62 + 30 To


R/W
Var. 0.5' Min.
P.C. Conc. Walk, Thkn. - 4"
Sl. 2:1
Va.
Sl. 6:1
Var.
Sl. 2:1
Sl. 0


9'
Sl. 2:1
Sl. 0.02'
Sl. 2:1

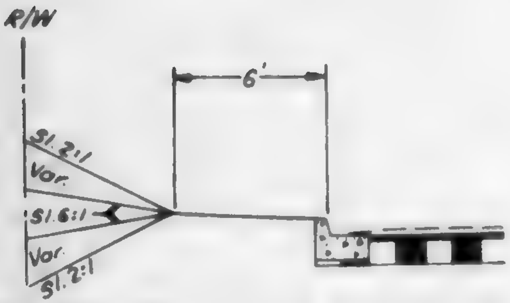
STA. "RB" 0 + 20 To


0.5'
8.5'
Sl. 2:1
Sl. 0.02
Sl. 2:1

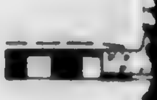
Watson - Henry - Dobes

YPICAL SECTIONS

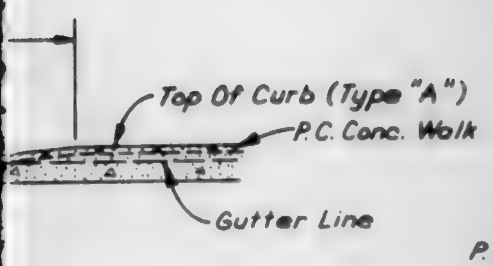
S.E.13th
FAU
FED ROAD Div. No.
10

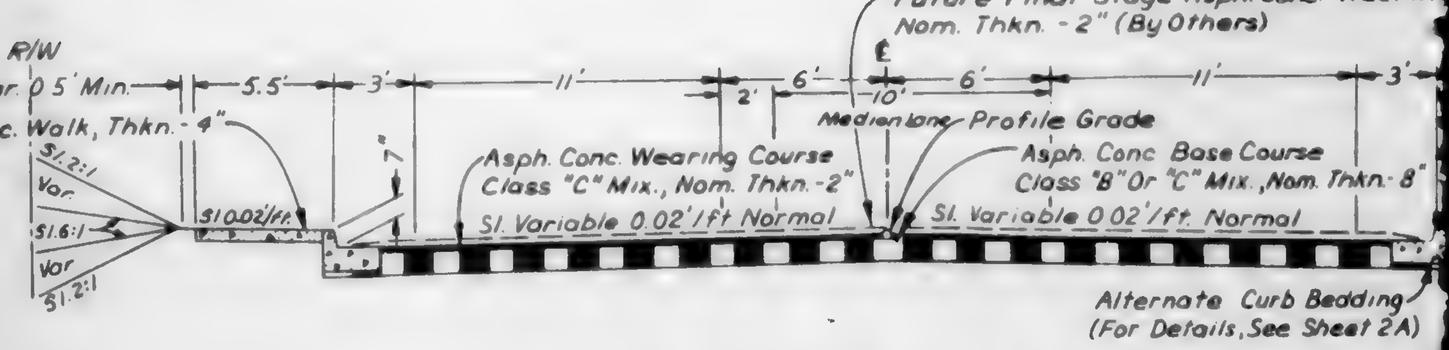

R/W
6'
Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1

STA. 62 + 30 To STA. 64 + 00.42

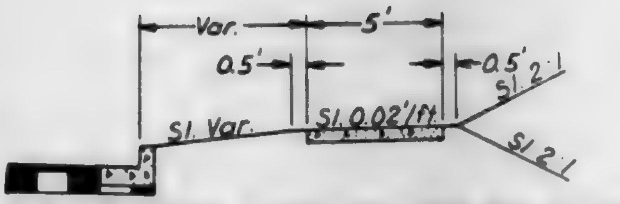


STA. 62 +

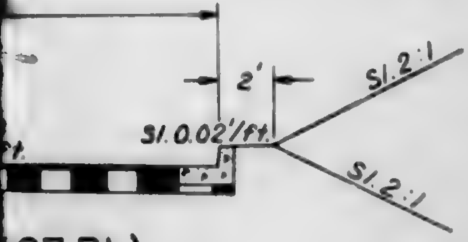

Top Of Curb (Type "A")
P.C. Conc. Walk
Gutter Line

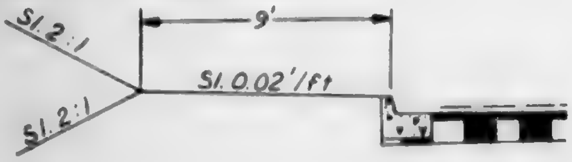

Future Final Stage Asph. Conc. Wearin
Nom. Thkn. - 2" (By Others)
R/W
Var. 0.5' Min.
5.5'
3'
11'
2'
6'
℄
10'
6'
11'
3'
P.C. Conc. Walk, Thkn. - 4"
Median lane
Profile Grade
7"
Asph. Conc. Wearing Course
Class "C" Mix., Nom. Thkn. - 2"
Asph. Conc. Base Course
Class "B" Or "C" Mix., Nom. Thkn. - 8"
Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1
Sl. 0.02'/ft.
Sl. Variable 0.02'/ft. Normal
Sl. Variable 0.02'/ft. Normal
Alternate Curb Bedding
(For Details, See Sheet 2A)

STA. 0 + 26 To STA. 64 + 00.42
64 + 00.42 65 + 50.42 (Temp.Co


Var.
5'
0.5'
0.5'
Sl. 2:1
Sl. Var.
Sl. 0.02'/ft.
Sl. 2:1

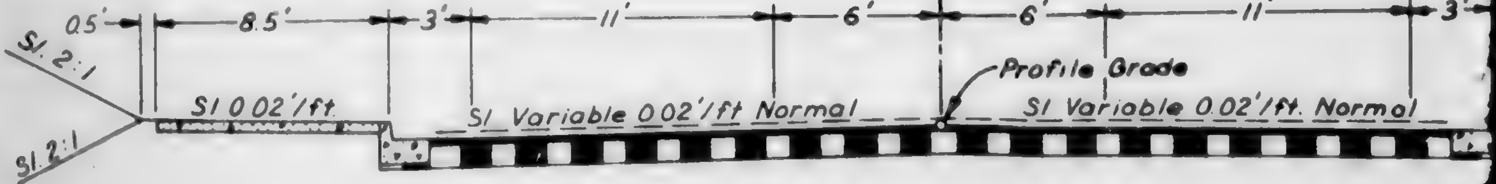
S.E. MEADOW LARK DR., (STA. 55 + 71.65, Lt. & Rt.)


2'
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1


9'
Sl. 2:1
Sl. 0.02'/ft
Sl. 2:1

STA. "RB" 0 + 20 To STA. "RB" 1 + 30

.07, Rt.)
97, Lt.)
18, Rt.)
.66, Rt.)
61, Rt.)
.46, Lt.)
65, Rt.)
3.07, Lt.)


0.5'
8.5'
3'
11'
6'
℄
6'
11'
3'
Sl. 2:1
Sl. 2:1
Sl. 0.02'/ft.
Profile Grade
Sl. Variable 0.02'/ft. Normal
Sl. Variable 0.02'/ft. Normal

STA. "MBn" 9 + 06 [EQUA. "MBn" 0 + 00 Bk= "MBs" 0 + 00 Ah.] To STA. "MB
"MBs" 7 + 09.20 To "MBs" 9 + 09.20 (T
✱"RB" 0 + 20 To "RB" 1 + 30
"RB" 1 + 30 To "RB" 2 + 50 (T

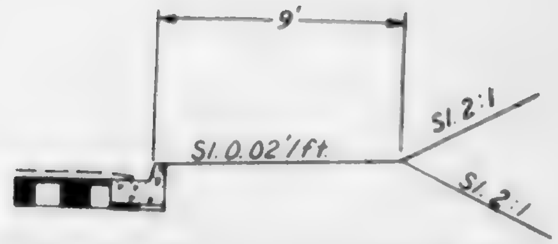
(For Surfacing Details Not Shown See Section Above)

12V-306

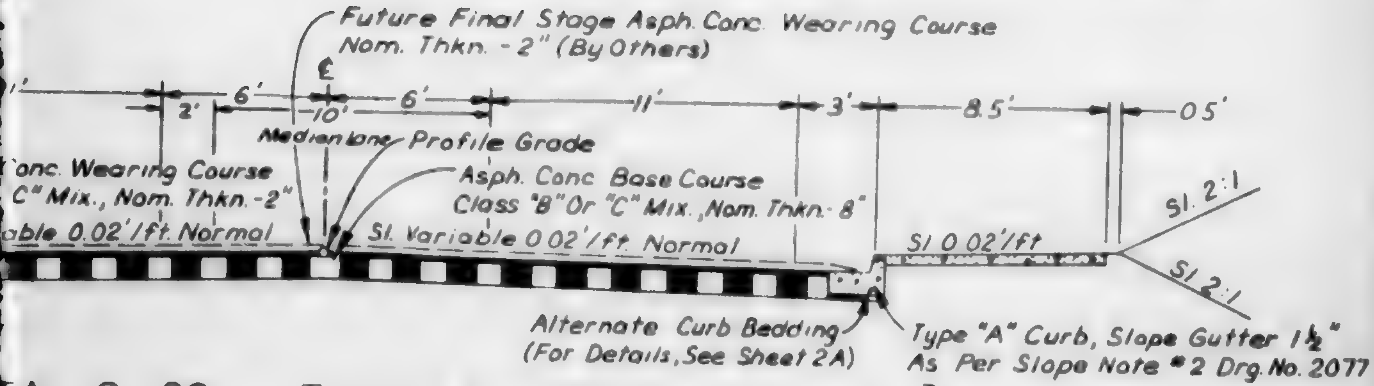
TIONS

S.E. 13TH AVE.-ROOD BRIDGE RD. (HILLSBORO) SEC. FAU 0005 (S.E. RIVER RD.) FAU 0017 (S.E. MINTER BRIDGE RD.) WASHINGTON COUNTY	SHEET No. 2

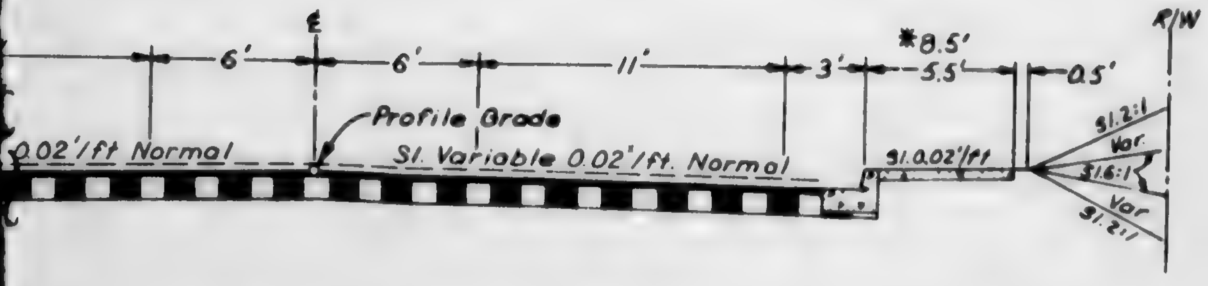
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-0005(1) M-0017(1)		See Index


9'
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1

STA. 62+75 To STA. 64+00.42


Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 2" (By Others)
11'
2'
6'
℄
10'
6'
11'
3'
8.5'
0.5'
Median lane
Profile Grade
onc. Wearing Course
C" Mix., Nom. Thkn.-2"
Asph. Conc. Base Course
Class "B" Or "C" Mix., Nom. Thkn.- 8"
able 0.02'/ft. Normal
Sl. Variable 0.02'/ft. Normal
Sl 0.02'/ft
Sl. 2:1
Sl. 2:1
Alternate Curb Bedding
(For Details, See Sheet 2A)
Type "A" Curb, Slope Gutter 1½"
As Per Slope Note #2 Drg. No. 2077

A 0+26 To STA. 64+00.42 }
64+00.42 65+50.42 (Temp. Conn.) } S.E. River Rd.


6'
℄
6'
11'
3'
*8.5'
5.5'
0.5'
R/W
Profile Grade
0.02'/ft Normal
Sl. Variable 0.02'/ft. Normal
Sl. 0.02'/ft
Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1

N" 9+06 [EQUA. "MBN" 0+00 Bk= "MBs" 0+00 Ah.] To STA. "MBs" 7+09.20 } S.E. Minter
" 7+09.20 To "MBs" 9+09.20 (Temp. Conn.) } Bridge Road
B" 0+20 To "RB" 1+30 } Rood Bridge
B" 1+30 To "RB" 2+50 (Temp. Conn.) } Road

urfacing Details Not Shown See Section Above)

PUC Docket No. AX ____________

PUC Crossing No. FD-763.80

DOT-AAR Crossing No. 749 342 X

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with
a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.____________, to
(020/030/040)

alter a grade crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of S.W. River Road
(name of street or highway)

and Southern Pacific Transportation Company,
(name of railroad company)

Tillamook Branch,
(name of railroad main or branch line or other trackage)

in Hillsboro, Washington County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection fund.
Estimate of dollar cost to fund: $____________

☒ Federal-Aid Highway System funds.*
Federal-Aid Urban System

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*
____

☐ None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/75
Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) X Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) _____ Other (please specify) ______________________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

Address: Highway Building, Salem, OR 97310

2. Statutory authority under which this application is made:

ORS 763.030
(ORS 763.020/030/040)

Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

Railroad milepost 763.80

City Hillsboro

Nearest railroad station Hillsboro

County Washington

The proposed project is to be in the SW 1/4 of the SW 1/4 of Section 5, Township 1S, Range 2W, W. M.

4. Name of public highway involved in this project:

S.E. River Road

Name of public authority with jurisdiction over this highway:

City of Hillsboro

5. Name of railroad involved in this project: Southern Pacific Transportation Co.

Tillamook Branch
(include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

a. Portland General Electric
b. Northwest Natural Gas Company
c. General Telephone
d. City of Hillsboro
e. Washington County
f. Southern Pacific Transportation Co.
g. Oregon DOT, Highway Division

Have you served each of these parties with a copy of this application?

no
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. **Describe the project in detail (including its purpose):** River Road will be improved by widening the existing street to 40 feet between curbs, providing three lanes for traffic at the crossing; installing seven-inch curbs on both sides of River Road; providing a 5.5' sidewalk on N.E. side and 8.5' bikeway on SW side of River Road outside the curbs.

8. **Is the project contemplated required by the public safety, necessity, convenience and general welfare?** yes

If yes, why? To provide better capabilities for traffic at the crossing; to provide more adequate areas for pedestrians and bicycle traffic.

9. **Is the crossing involved (to be) a separated crossing?** no

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. **Is it possible or practical to construct a separated crossing at this location?** no

If no, why not? not practical due to inadequate space for under or over crossing in close proximity to State Highway 8.

11. **Physical description of the crossing:**

a. **The Highway**

(1) **Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project:** The project is on the south side of the intersection of the Tualatin Valley Hwy.(State Hwy. 8) and S.E. River Road. The bearing of S.E. River Road, at the intersection, is S28°53'E. The bearing of the State Highway No. 8, at the intersection, is S 59" 37' E. (See attached drawing)

(2) Width---The highway is 24 feet wide at the crossing at present; after completion of the project, it will be ____ feet wide at the crossing; consisting (from

E (N or E) to W (S or W)) of:

At present--	After completion--
Shoulder* of 0 feet	Shoulder of 3 feet
1 lane(s) at 12 ft.each	1 lane(s)at 11 ft.each
Median of 0 feet	Median of 2 feet
	1 lane at 10 feet
1 lane(s) at 12 ft.each	1 lane(s)at 11 ft.each
Shoulder of 0 feet	Shoulder of 3' feet

Explanation, if necessary The 10' lane is a left turn lane for traffic entering onto the Tualatin Valley Highway.

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---	At present:	After completion:
Type of surface on traveled way:		
on approaches	oil mat	asphaltic concrete
at crossing	oil mat	asphaltic concrete
Type of surface on shoulders:	no shoulders	asphaltic concrete
Condition of surface:		
on approaches	fair	new
at crossing	good	good
Is the highway curbed on the approaches?	no	yes

(4) Gradient, going toward crossing on--	At present:	After completion:
N (N or E) approach	± +1.6 %	± +1.6 %
S (S or W) approach	± +2.3 %	± +0.50 %

(5) Nearest public roadway intersection on each approach---

(a) N (N or E) approach: 55 ft; ADT 15,200

(b) S (S or W) approach: 1400 ft; ADT 500(est)

Name of road or highway:

(a) State Highway #8

(b) S.E. Jean Lane

Public authority with jurisdiction over road or highway:

(a) Oregon DOT, Highway Division

(b) City of Hillsboro

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) yes (yes/no); (b) no (yes/no).

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

State Highway #8 and S.E. 13th Avenue is a signalized intersection and interconnected circuitry exists with railroad crossing, including part-time turn restriction signs.

b. The Railroad

	At present:	After completion:
(1) Number of tracks---	1	1

Name of each track from N (N or E) to S (S or W):

Tillamook Branch Mainline

(2) Angle of intersection--- 30°44' ° 46°15' °

If more than one track-highway angle exists, please give details below, track by track:

After road improvement angle of intersection will be 46"15'

(3) Alignment--- Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

on Tangent

(4) Nearest switch---

	At present:	After completion:
E (N or E) of crossing:	7920 ft	7920 ft
W (S or W) of crossing:	5544 ft	5544 ft

(5) Rail through crossing---

	At present:	After completion:
Weight of rail (lbs/yard):	113	same
Year installed:	1972	
Year manufactured:	1945	

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs:

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: 4140; After completion: 4400;

Expected 5 years after completion: 6128.

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on N (N or E) approach:	25 mph	25 mph
on S (S or W) approach:	35 mph	35 mph
At crossing:	25 mph	25 mph
Posted speed limit on approaches:	N 25; S 35 mph	N 25; S 35 mph

(3) Direction of traffic flow: N & S (N & S, etc.) ____________

b. The Railroad

(1) Train movements---
(avg per day)

	At present:	Expected after completion:
Freight trains:	6	6
Switching movements:	0	0
Passenger trains:	0	0

(2) Speed of trains---

Maximum allowable:	30 mph	30 mph
Typical:	20 mph	20 mph
Slowest normal:	20 mph	20 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .

The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 2000+ ft to right; 2000+ ft to left

S (S or W) approach: 2000+ ft to right; 1500+ ft to left

(2) From a "safe stopping distance" (see table on Page 8) on the . . .

The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 330 ft to right; 2000 ft to left

S (S or W) approach: 175 ft to right; 530 ft to left

If these sight distances will be changed on completion of the project, please explain below:

____

____

____

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? no (yes/no)

If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? no (yes/no)

If yes, explain how you propose to overcome this problem:

If no, why not?

Upon completion of the improvement an ordinance will be passed restricting parking along the improvement. "No Parking" signs will be posted upon the passing of the ordinance by the City of Hillsboro.

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

Commissioner's Standard No. 1R, reflectoried crossbucks
Commissioner's Standard No. 1S, vehicle "STOP" signs
Existing .... Commissioner's Standard No. 2, flashing light signals with gongs
Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Existing .... Commissioner's Standard No. 4, automatic gate signals*
Commissioner's Standard No. 5, traffic signals
Existing .... Traffic signals at adjacent intersection**
Existing .... Track circuitry to interconnect with traffic signals
Existing .... Part-time turn restriction signs**
Existing .... Standard advance warning signs
Standard advance warning pavement markers
Standard "STOP AHEAD" signs
Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: Advance warning sign & pavement markings.

Number of such devices: 2 ; To be located as follows: South at crossing on bicycle path to warn cyclists and roadway

(1) Who will perform the installation? Oregon DOT, Highway Division

(2) Estimated cost of installation: $ 200 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon DOT, Highway Division	100

(4) Who will maintain these devices? City of Hillsboro

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Hillsboro	100

*** Include cost of furnishing the protective device(s).

b. Protection type: N/A ______________________________

Number of such devices: _____; To be located as follows: ______________

____

____

(1) Who will perform the installation? ______________________

(2) Estimated cost of installation: $______________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

c. Protection type: N/A ______________________________

Number of such devices: _____; To be located as follows: ______________

____

____

(1) Who will perform the installation? ______________________

(2) Estimated cost of installation: $______________***

*** Include cost of furnishing the protective device(s).

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ______________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co. (widen existing crossing)

Estimated cost of this portion: $________________.

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: City of Hillsboro

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co. - 100%

b. Remainder of crossing area: City of Hillsboro

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

b. Remainder of crossing area: City of Hillsboro

18. Who will pay for said maintenance?

a. Between the rails and for a distance of two feet outside thereof: Southern Pacific Transportation Co.

b. Remainder of crossing area: City of Hillsboro

19. If automatic protective devices are (~~to be~~) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

Single track predictor units

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? ______

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings – N/A

20. At the crossing, the highway will be ______ (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? ______ (yes/no)

If no, please give reasons why attenuators are not necessary:

21. Who will construct the structure?

a. ______

b. ______

22. Who will pay for such construction?

Name of Party	Percent of Cost

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies: ______

b. All highway appurtenances: ______

c. Above the bottom of the beams plus the beam-bearing assemblies: ______

d. Railroad tracks, railroad drainage and all railroad facilities: ______

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies: ______

b. All highway appurtenances: ______

c. Above the bottom of the beams plus the beam-bearing assemblies: ______

d. Railroad tracks, railroad drainage and all railroad facilities: ______

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? ______

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? ______

If so, describe (and attach complete drawing): ______

27. Is a temporary crossing at grade necessary during the construction period?

______ (yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: __________________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) ______________________________

____

SECTION IV. -- PERMANENT CROSSING CLOSURE N/A

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

____

____

____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: ______________________________

____

Route B: ______________________________

____

30. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: ______________________________

____

Route B: ______________________________

____

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ______________________________

____

Route B: ______________________________

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? ________ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect: ______________________________

____

____

____

33. What protective devices are currently installed at the crossing to be closed?

____

____

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? ________ (yes/no)

35. Who will close the crossing? ______________________________

36. Who will bear the expense of closing the crossing? ______________________________

____

37. Who will maintain the barricades, if any, at the closed crossing?

38. Who will pay for said maintenance?

SECTION V. -- (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: FD-763.30 automatic gate signals, FD-764.00 stop signs and crossbucks FD-764.30, stop signs and crossbucks.

40. Upon completion of this project, will it be possible to close any existing crossings in the area? no (yes/no)

If yes, list and explain:

If no, explain why not: all existing crossings in area are necessary for the motoring public will be a topic of study by the Street Committee of the City Council.

41. Other items of construction and cost distribution:

* *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? yes (yes/no) 12Y-306, sheets 2 and 3

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: ______________________

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 14th day of May, 1976.

F R Klaboe
(Applicant)

(Attorney)

I, F. R. KLABOE, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

F R Klaboe

STATE OF OREGON)
County of) ss.

Subscribed and sworn to before me this 14th day of May, 1976.

(Notary Public for Oregon)

My Commission Expires: 12-18-76

Form AX-1/75
Signature Page

Sec. 5,T.1S.,R.2W
HILLSBORO

① Const. Sidewalk Ramps-2 (Total)

② Const. P.C. Conc. Driveways Type "A" - 9 (Total)
(For Details, See Sheet 2A)

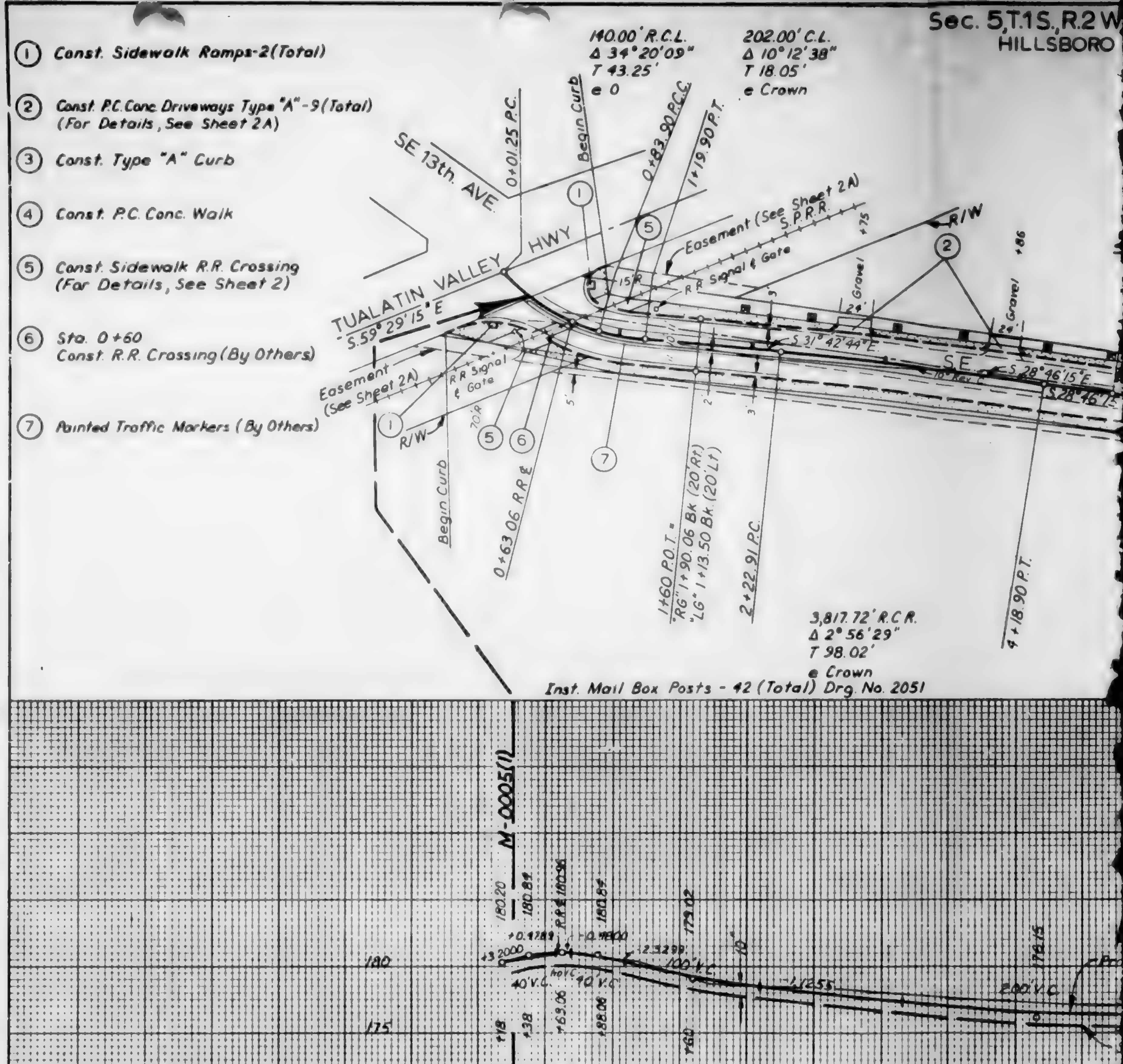
③ Const. Type "A" Curb

④ Const. P.C. Conc. Walk

⑤ Const. Sidewalk R.R. Crossing
(For Details, See Sheet 2)

⑥ Sta. 0+60
Const. R.R. Crossing (By Others)

⑦ Painted Traffic Markers (By Others)

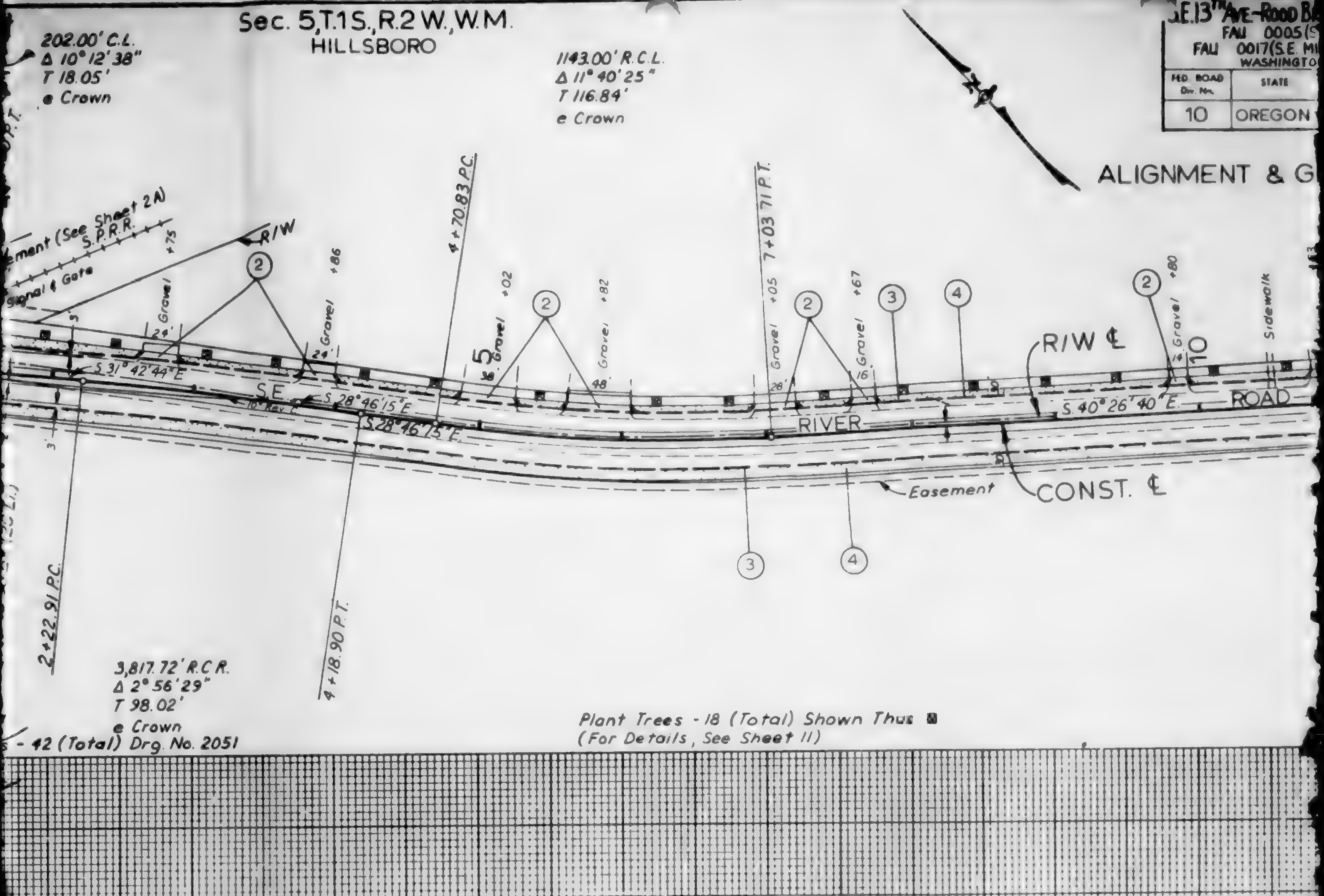


140.00' R.C.L.
Δ 34°20'09"
T 43.25'
e 0
202.00' C.L.
Δ 10°12'38"
T 18.05'
e Crown
SE 13th. AVE.
0+01.25 P.C.
Begin Curb
0+83.90 P.C.C.
1+19.90 P.T.
TUALATIN VALLEY HWY
S.59°29'15"E
Easement (See Sheet 2A)
S.P.R.R.
R.R. Signal & Gate
R/W
15'R
Gravel
24'
+75
+86
S.31°42'44"E.
SE
S.28°46'15"E.
S.28°46'15"E
Easement
(See Sheet 2A)
R.R. Signal & Gate
20'R
R/W
Begin Curb
0+63.06 R.R.℄
1+60 P.O.T. =
"RG" 1+90.06 Bk (20' Rt.)
"LG" 1+13.50 Bk. (20' Lt.)
2+22.91 P.C.
4+18.90 P.T.
3,817.72' R.C.R.
Δ 2°56'29"
T 98.02'
e Crown
Inst. Mail Box Posts - 42 (Total) Drg. No. 2051
M-0005(1)
BEGINNING OF PROJECT
STA. 0+28
180.20
180.89
R.R.℄ 180.96
180.84
179.02
178.15
+3.2000
+0.4789
-0.4800
-2.3299
-1.1255
40' V.C.
40' V.C.
40' V.C.
100' V.C.
200' V.C.
+18
+38
+63.06
+98.06
+60
+15
180
175
170

S.E. 13TH AVE.-ROOD B
FAU 0005(S
FAU 0017(S.E. MI
WASHINGTO

FED. ROAD Div. No.	STATE
10	OREGON

ALIGNMENT & G

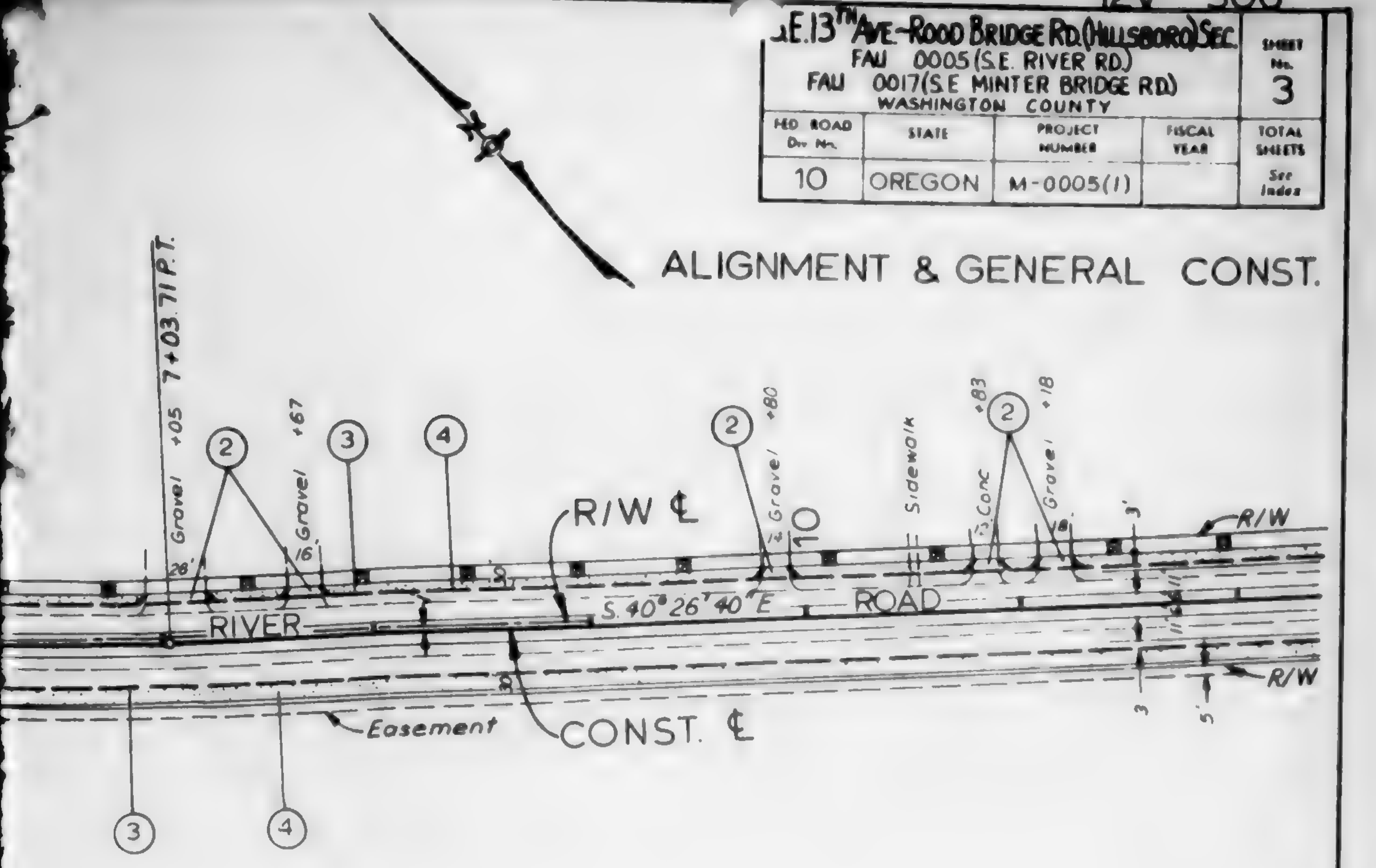


Sec. 5, T.1S., R.2 W., W.M.
HILLSBORO
202.00' C.L.
Δ 10° 12' 38"
T 18.05'
e Crown
1143.00' R.C.L.
Δ 11° 40' 25"
T 116.84'
e Crown
ment (See Sheet 2A)
S.P.R.R.
Signal & Gate
R/W
4+70.83 P.C.
7+03.71 P.T.
Gravel
+75
+86
+02
+82
+05
+67
+80
29'
24'
38'
48'
28'
16'
14'
Sidewalk
5
10
R/W ℄
S. 31° 42' 44" E.
S.E.
S. 28° 46' 15" E.
S. 28° 46' 15" E.
RIVER
ROAD
S. 40° 26' 40" E.
CONST. ℄
Easement
2+22.91 P.C.
4+18.90 P.T.
3,817.72' R.C.R.
Δ 2° 56' 29"
T 98.02'
e Crown
- 42 (Total) Drg. No. 2051
Plant Trees - 18 (Total) Shown Thus ■
(For Details, See Sheet 11)
Profile Grade @ ℄
Ext'g. Ground Line @ ℄
-1.1255
200' V.C.
+0.1933
150' V.C.
Subgrade
178.15
177.90
+15
+10
Exc. 1864 (Excess)
637
Emb. 531
5
10

12V - 306

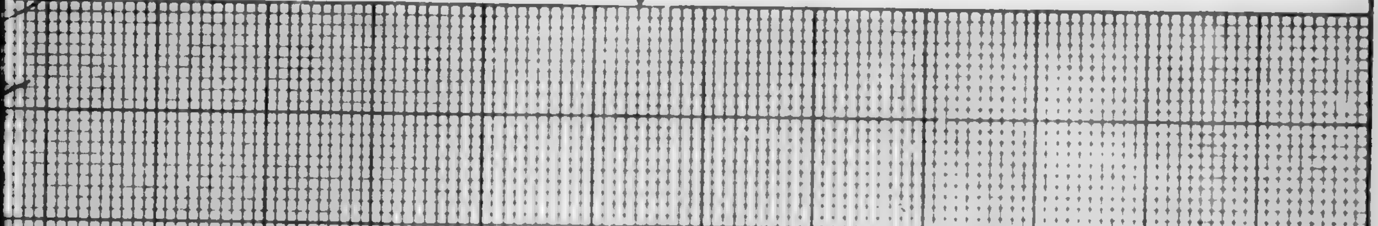
S.E.13TH AVE.-ROOD BRIDGE RD.(HILLSBORO) SEC. FAU 0005 (S.E. RIVER RD.) FAU 0017 (S.E. MINTER BRIDGE RD.) WASHINGTON COUNTY				SHEET No. 3
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-0005(1)		See Index

ALIGNMENT & GENERAL CONST.



7+03.71 P.T.
Gravel +05
26'
②
Gravel +67
16'
③
④
R/W ℄
②
Gravel +80
10
Sidewalk
Conc +83
②
Gravel +18
3'
R/W
RIVER
S.40°26'40"E
ROAD
R/W
Easement
CONST. ℄
3
5'
③
④

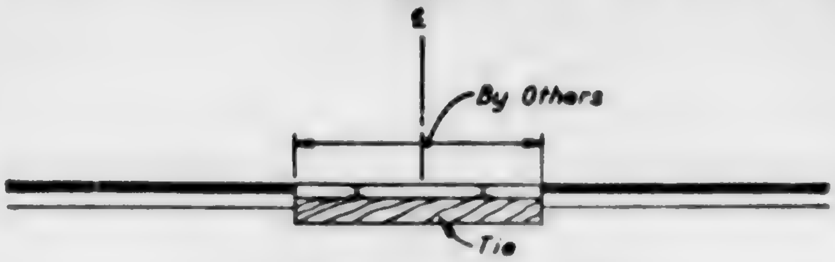
es -18 (Total) Shown Thus ▪
ls, See Sheet 11)



Extg. Ground Line @ ℄
+0.1933
177.30
150' V.C.
+10
-1.2000
180
175
170
Excess)
10

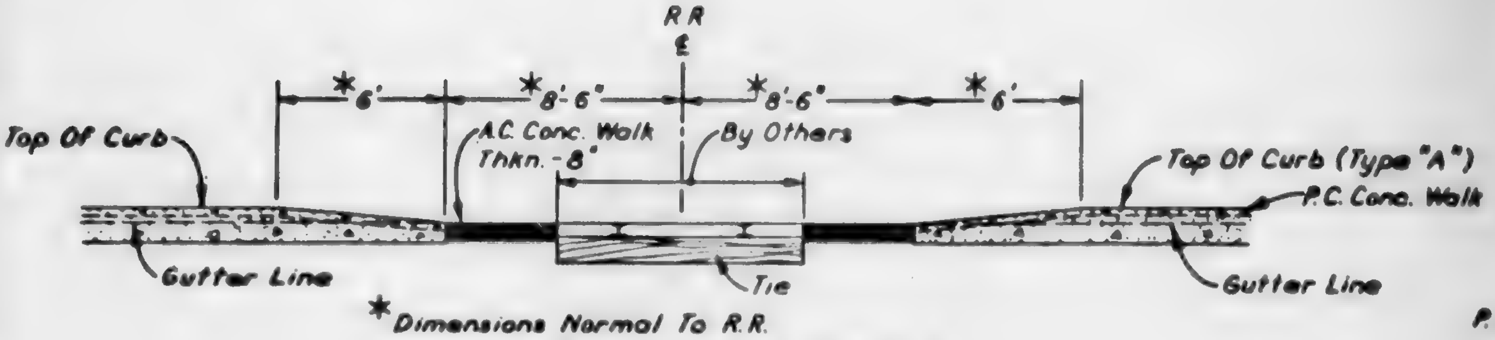
TYPICAL S

No R/W Map


R.R.
℄
By Others
Tie

ROADWAY DETAIL AT RAILROAD CROSSING

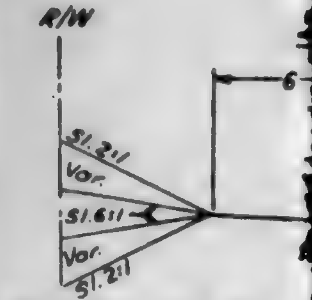
(For Location See Plans)


R.R.
℄
*6'
*8'-6"
*8'-6"
*6'
Top Of Curb
A.C. Conc. Walk Thkn.-8"
By Others
Top Of Curb (Type "A")
P.C. Conc. Walk
Gutter Line
Tie
Gutter Line

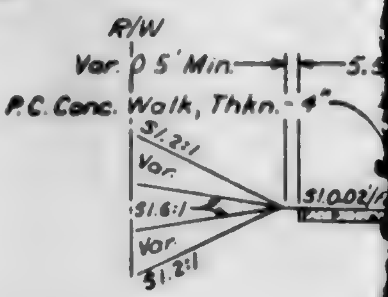
*Dimensions Normal To R.R.

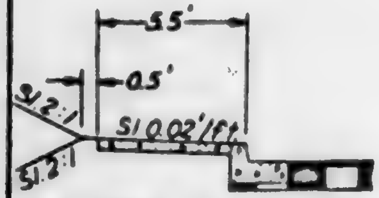
CURB & SIDEWALK DETAIL AT RAILROAD CROSSING

(For Location See Plans)

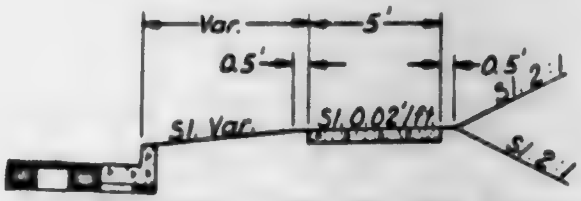

R/W
6
Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1

STA. 62 + 30 To S

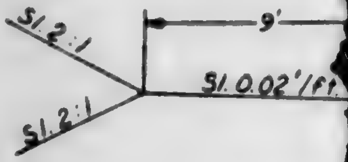

R/W
Var. 0.5' Min.
5.5
P.C. Conc. Walk, Thkn.-4"
Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1
Sl. 0.02'/ft

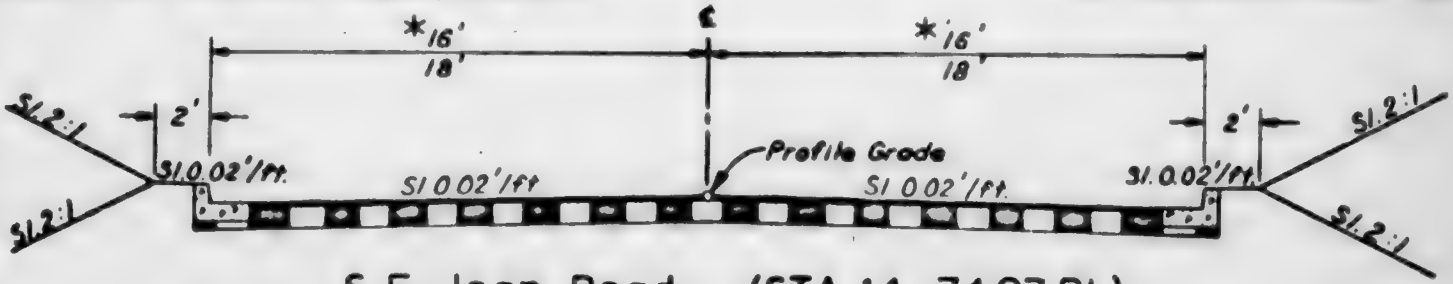

5.5'
0.5'
Sl. 2:1
Sl. 0.02'/ft.
Sl. 2:1

S.E. 29th. Ct., (STA. 57+08.07, Lt. & Rt.)

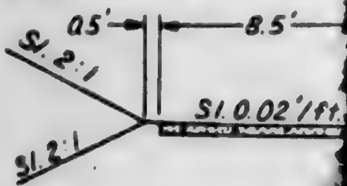

Var.
5'
0.5'
0.5'
Sl. 2:1
Sl. Var.
Sl. 0.02'/ft.
Sl. 2:1

S.E. MEADOW LARK DR., (STA. 55+71.65, Lt. & Rt


Sl. 2:1
9'
Sl. 0.02'/ft.
Sl. 2:1


℄
*16'
18'
*16'
18'
Sl. 2:1
2'
2'
Sl. 2:1
Profile Grade
Sl. 0.02'/ft.
Sl. 0.02'/ft
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1

STA. "RB" 0+20 To S


0.5'
8.5'
Sl. 2:1
Sl. 0.02'/ft.
Sl. 2:1

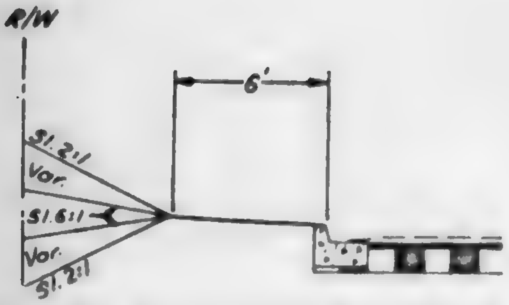
S.E. Jean Road	(STA. 14+74.07, Rt.)
S.E. Currin Drive	18+64.97, Lt.)
S.E. Currin Drive	18+68.18, Rt.)
S.E. Currin Lane	23+24.66, Rt.)
*S.E. Thrush Ave.	34+37.61, Rt.)
S.E. 27th. Ct.	50+94.46, Lt.)
S.E. Meadow Lark Drive	55+71.65, Rt.)
*S.E. 29th. Ct.	57+08.07, Lt.)

Watson-Henry-Dobes

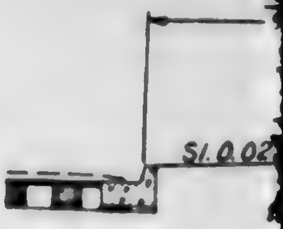
PICAL SECTIONS

E.13th AVE.-ROOD
FAU 0005
FAU 0017(S.E.
WASHING

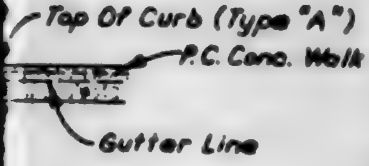
FED. ROAD DIV. NO.	STATE
10	OREGON

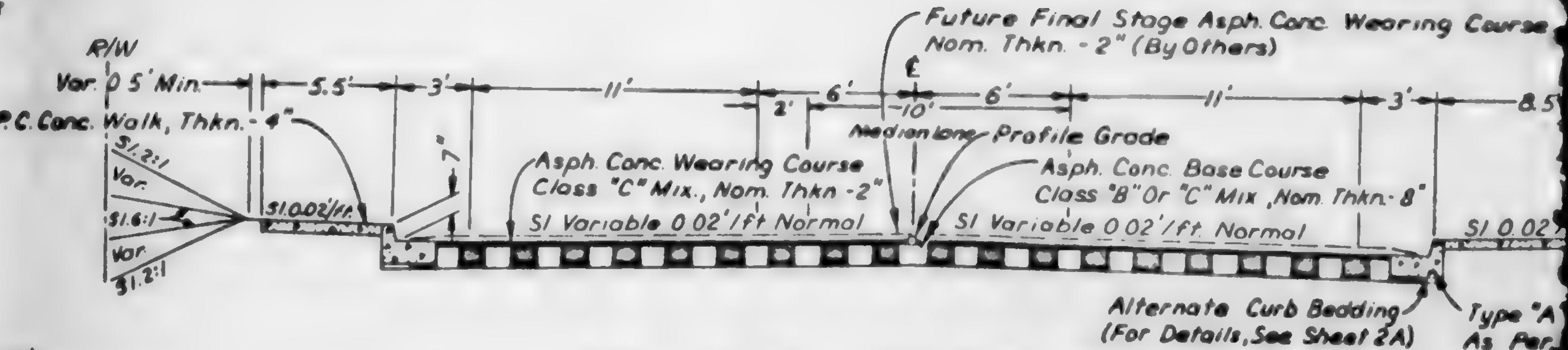

R/W
6'
Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1

STA. 62+30 To STA. 64+00.42

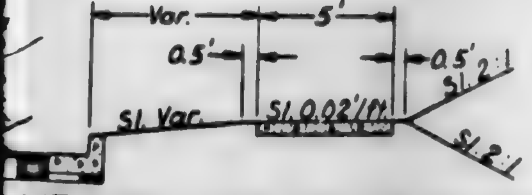


STA. 62+75 To S

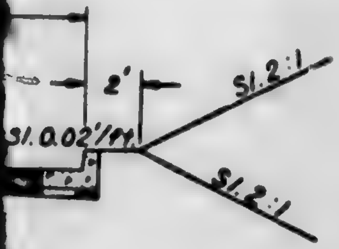

Top Of Curb (Type "A")
P.C. Conc. Walk
Gutter Line

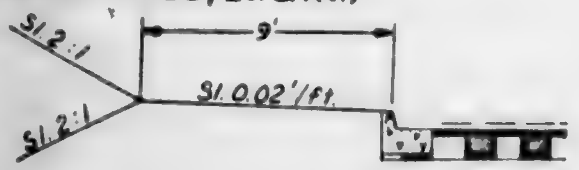

R/W
Var. 0.5' Min.
P.C. Conc. Walk, Thkn. - 4"
5.5'
3'
11'
2'
6'
10'
6'
11'
3'
8.5'
7"
Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 2" (By Others)
Median lane
Profile Grade
Asph. Conc. Wearing Course
Class "C" Mix., Nom. Thkn. - 2"
Asph. Conc. Base Course
Class "B" Or "C" Mix, Nom. Thkn. - 8"
Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1
Sl. 0.02'/ft.
Sl Variable 0.02'/ft. Normal
Sl Variable 0.02'/ft. Normal
Sl. 0.02
Alternate Curb Bedding
(For Details, See Sheet 2A)
Type "A"
As Per

STA 0+26 To STA 64+00.42
64+00.42 65+50.42 (Temp. Conn.)} S.

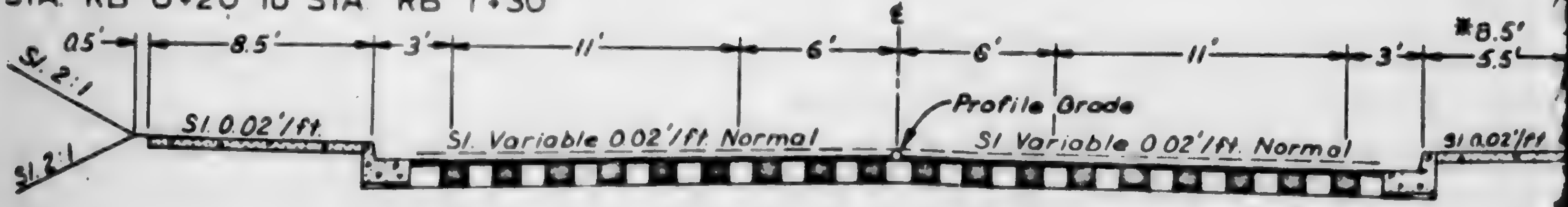

Var.
5'
0.5'
0.5'
Sl. Var.
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1

.MEADOW LARK DR., (STA. 55+71.65, Lt. & Rt.)


2'
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1


Sl. 2:1
Sl. 2:1
9'
Sl. 0.02'/ft.

STA. "RB" 0+20 To STA "RB" 1+30


0.5'
8.5'
3'
11'
6'
6'
11'
3'
*8.5'
5.5'
Sl. 2:1
Sl. 2:1
Sl. 0.02'/ft.
Profile Grade
Sl. Variable 0.02'/ft. Normal
Sl. Variable 0.02'/ft. Normal
Sl. 0.02'/ft.

STA. "MBn" 9+06 [EQUA. "MBn" 0+00 Bk= "MBs" 0+00 Ah.] To STA. "MBs" 7+09
"MBs" 7+09.20 To "MBs" 9+09.20 (Temp. Co
*"RB" 0+20 To "RB" 1+30
"RB" 1+30 To "RB" 2+50 (Temp. Con

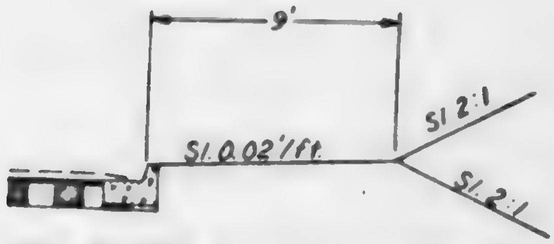
(For Surfacing Details Not Shown See Section Above)

12V-306

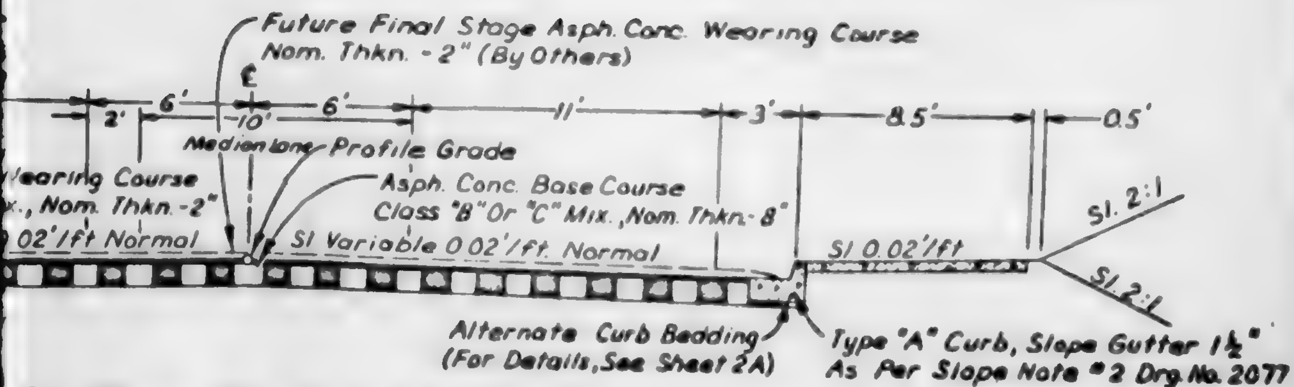
I O N S

13TH AVE.-ROOD BRIDGE RD.(HILLSBORO) SEC.
FAU 0005(S.E. RIVER RD.)
FAU 0017(S.E. MINTER BRIDGE RD.)
WASHINGTON COUNTY

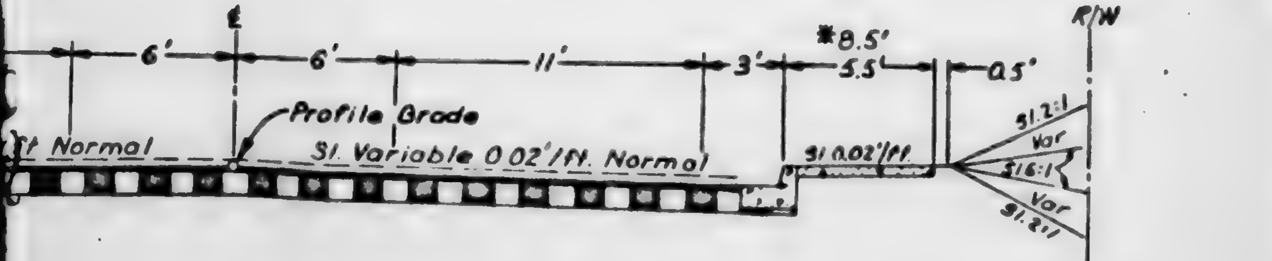
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
10	OREGON	M-0005(1) M-0017(1)		2	See Index


9'
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1

STA. 62 + 75 To STA. 64 + 00.42


Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 2" (By Others)
℄
2'
6'
10'
6'
11'
3'
8.5'
0.5'
Median lane
Profile Grade
Wearing Course
x., Nom. Thkn. -2"
0.02'/ft. Normal
Asph. Conc. Base Course
Class "B" Or "C" Mix., Nom. Thkn. - 8"
Sl. Variable 0.02'/ft. Normal
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1
Alternate Curb Bedding
(For Details, See Sheet 2A)
Type "A" Curb, Slope Gutter 1½"
As Per Slope Note #2 Drg. No. 2077

0 + 26 To STA. 64 + 00.42
4 + 00.42 65 + 50.42 (Temp. Conn.) } S.E. River Rd.


6'
℄
6'
11'
3'
*8.5'
5.5'
0.5'
R/W
Profile Grade
ft. Normal
Sl. Variable 0.02'/ft. Normal
Sl. 0.02'/ft.
Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1

9 + 06 [EQUA. "MBN" 0 + 00 Bk. = "MBs" 0 + 00 Ah.] To STA. "MBs" 7 + 09.20 } S.E. Minter
+ 09.20 To "MBs" 9 + 09.20 (Temp. Conn.) } Bridge Road
+ 20 To "RB" 1 + 30 } Rood Bridge
+ 30 To "RB" 2 + 50 (Temp. Conn.) } Road

ng Details Not Shown See Section Above)

PUC Docket No. SXF____________

PUC Crossi[illegible]No. FD-763.30

DOT-AAR Crossing No. 749341 R

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with
a proposed railroad-highway crossing project

Formal Title:

In the matter of the application of State of Oregon, by and through its
(name of applicant)

Department of Transportation, Highway Division

for the authority, pursuant to ORS 763.____________, to
(020/030/040)

alter a grade crossing
(construct/alter/change protection at/relocate/close) (grade/separated)

of S.W. Minter Bridge Road
(name of street or highway)

and Southern Pacific Transportation Co., Tillamook Branch,
(name of railroad company)

____________,
(name of railroad main or branch line or other trackage)

in Hillsboro, Washington County,
(in/near) (name of city/town/rail station) (name of county)

Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected--

☐ State grade crossing protection fund.
Estimate of dollar cost to fund: $____________

☒ Federal-Aid Highway System funds.*
Federal Aid Urban System

☐ Other Federal Funds, such as "Safer Roads Demonstration Program" funds.*
____

☐ None of above.

*If Federal Fund assistance is expected, please give appropriate federal statutory provision.

Form AX-1/75
Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section I, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(5) __X__ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II & V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II & V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) & (b)(1).

(8) _____ Alteration of an existing separated crossing. Answer: Sec. I, III & V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See 6 above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing. (Simplified form AS-1/75 can be used if no other alteration is involved at the crossing in question. Otherwise, answer as indicated under 5 above.)

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form SS-1/75 may be used if this is all that is involved. Otherwise, answer as indicated under 5 above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 & 13.

(14) _____ Other (please specify) ____

____

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation, Highway Division

Address: Highway Building, Salem, OR 97310

2. Statutory authority under which this application is made:

ORS 763.030
(ORS 763.020/030/040)

Note: If a new grade crossing is proposed -- ORS 763.020; if an existing crossing is to be altered -- ORS 763.030; if a new separated crossing is proposed -- ORS 763.040.

3. Location of the proposed project:

Railroad milepost 763.30

City Hillsboro

Nearest railroad station Hillsboro

County Washington

The proposed project is to be in the NW 1/4 of the NE 1/4 of Section 8, Township 1S, Range 2E, W. M.

4. Name of public highway involved in this project:

S.W. Minter Bridge Road

Name of public authority with jurisdiction over this highway:

City of Hillsboro

5. Name of railroad involved in this project: Southern Pacific Transportation Co.

Tillamook Branch
(include name of branch, main line or other track)

6. List the proper parties of interest in this matter:

a. Portland General Electric
b. Northwest Natural Gas Company
c. General Telephone
d. City of Hillsboro
e. Washington County
f. Southern Pacific Transportation Co.
g. Oregon DOT, Highway Division

Have you served each of these parties with a copy of this application?

no
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

7. Describe the project in detail (including its purpose):

Minter Bridge Road will be improved by widening the existing street to 40 feet between curbs providing for three lanes of traffic at the crossing; installing seven-inch curbs on both sides of Minter Bridge Road; providing a 5.5' sidewalk on the east side and an 8.5' bikeway on the west side of Minter Bridge Road outside the curbs.

8. Is the project contemplated required by the public safety, necessity, convenience and general welfare? yes

If yes, why? To provide better capabilities for traffic at the crossing; to provide more adequate areas for pedestrians and bicycle traffic.

9. Is the crossing involved (to be) a separated crossing? no

Section II. Grade Crossings (If a separated crossing is involved in this application, answer 12 (a)(1) and 12 (b)(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? no

If no, why not? Not practical due to inadequate space for under or over crossing in close proximity to State Highway 8.

11. Physical description of the crossing:

a. The Highway

(1) Alignment---Describe the highway alignment for 1000 feet on each approach, both before and after the project:

(2) Width---The highway is 36' feet wide at the crossing at present; after completion of the project, it will be 40' feet wide at the crossing; consisting (from

E (N or E) to W (S or W)) of:

At present--	After completion--
Shoulder* of 0 feet	Shoulder of 3 feet
1 lane(s) at 18 ft.each	1 lane(s)at 11 ft.each
Median of 0 feet	Median of 2 feet
	1 lane of 10 ft.
1 lane(s) at 18 ft.each	1 lane(s)at 11 ft.each
Shoulder of ____ feet	Shoulder of 3 feet

Explanation, if necessary ____________________

* If highway is curbed to crossing, "shoulder" is assumed to mean "parking area".

(3) Surface---

	At present:	After completion:
Type of surface on traveled way:		
on approaches	oil mat	asphalt
at crossing	asphalt	asphalt
Type of surface on shoulders:	no shoulders	asphalt
Condition of surface:		
on approaches	good	new
at crossing	good	good
Is the highway curbed on the approaches?	north side only	yes

(4) Gradient, going toward crossing on--

	At present:	After completion:
N (N or E) approach	± +4.4 %	± +4.4 %
S (S or W) approach	± -1.2 %	± -1.2 %

(5) Nearest public roadway intersection on each approach---

(a) N (N or E) approach: 55 ft; ADT 17,500

(b) S (S or W) approach: 900 ft; ADT 3,400

Name of road or highway:

(a) State Highway #8/

(b) River Road /

Public authority with jurisdiction over road or highway:

(a) Oregon DOT, Highway Division

(b) City of Hillsboro

(If different public authority than that with jurisdiction over road at crossing, please add name to list of parties of interest in this matter--see item 6 of this application form.)

Are traffic signals (to be) installed at either of these intersections?

(a) yes (yes/no); (b) yes (yes/no).

If yes to either, please explain below which intersection(s) is (are) (to be) signalized, and whether or not this signalization is (to be) interconnected with track circuitry on the railroad. If it is, are part-time turn restriction signs (to be) installed? (If there is to be interconnected circuitry, please include the interconnection and part-time turn restriction signs as items of protection proposed herein. If traffic signals at the adjacent intersection are to be installed in connection with this project, and if costs of same are to be partially borne by the railroad and/or the state grade crossing protection account, they should also be listed under item 14 herein.)

Existing signal at State Highway 8 and S.E. 21st intersection has innerconnected circuitry with railroad crossing, including part-time turn restriction signs. Proposed signal installation at intersection of River Road and Minter Bridge Road with no interconnecting circuitry to railroad crossing.

b. The Railroad

	At present:	After completion:
(1) Number of tracks---	1	1

Name of each track from N (N or E) to S (S or W):

Tillamook Branch Mainline

(2) Angle of intersection--- 87°41' ° ______ °

If more than one track-highway angle exists, please give details below, track by track:

______

______

(3) Alignment--- Describe the alignment of the railroad track(s) for 1000 feet in each direction, both before and after the project:

Tangent

______

______

(4) Nearest switch---

	At present:	After completion:
E (N or E) of crossing:	5280 ft	5280 ft
W (S or W) of crossing:	8184 ft	8184 ft

(5) Rail through crossing---

	At present:	After completion:
Weight of rail (lbs/yard):	113 #/yd.	113 #/yd.
Year installed:	1972	
Year manufactured:	1946	

If any rail renewal is to be done as part of this project, please give details below and include the number of compromise joints to be charged to the party or parties responsible for paying crossing construction costs: ______

______

12. Use of the crossing:

a. The Highway

(1) Average daily traffic volume---

At present: 1780; After completion: 1780;

Expected 5 years after completion: 3669.

(2) Speed of vehicles---

	At present:	Expected after completion:
300 ft from crossing on N (N or E) approach:	25 mph	25 mph
on S (S or W) approach:	25 mph	25 mph
At crossing:	20 mph	20 mph
Posted speed limit on approaches:	25 mph	25 mph

(3) Direction of traffic flow: N/S (N & S, etc.) ____

b. The Railroad

(1) Train movements---
(avg per day)

	At present:	Expected after completion:
Freight trains:	6	6
Switching movements:	0	0
Passenger trains:	0	0

(2) Speed of trains---

Maximum allowable:	30 mph	30 mph
Typical:	20 mph	20 mph
Slowest normal:	20 mph	20 mph

13. Visibility at the crossing from the standpoint of the approaching motor vehicle operator:

a. Of approaching trains--

(1) From a "stop" position (approx. 18 feet from edge of nearest rail) on the . . .

The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 2000+ ft to right; 2000+ ft to left

S (S or W) approach: 2000+ ft to right; 2000+ ft to left

(2) From a "safe stopping distance" (see table on Page 8) on the . . .

The motor vehicle operator can see along the railroad . . .

N (N or E) approach: 2000+ ft to right; 2000+ ft to left

S (S or W) approach: 150 ft to right; 380 ft to left

If these sight distances will be changed on completion of the project, please explain below:

Note: TABLE OF SAFE STOPPING DISTANCES ("SSD")

Typical Approach Speed	"SSD"	Typical Approach Speed	"SSD"
10 mph	44 feet	35 mph	210 feet
15 mph	69 feet	40 mph	256 feet
20 mph	98 feet	45 mph	306 feet
25 mph	131 feet	50 mph	360 feet
30 mph	169 feet	55 mph	418 feet

b. Of the proposed protective devices--

(1) Will vision of the protective devices to be installed at the crossing be obstructed on the main approach road within 1000 feet of the crossing? NO (yes/no)

If yes, please explain by what and at what point it will be obstructed:

(2) If roadside-mounted protective devices (such as "STOP" signs or Standard No. 2 flashing light signals) are to be installed at the crossing, is the approaching driver's vision of these devices likely to be totally or partially obscured by parked vehicles? NO (yes/no)

If yes, explain how you propose to overcome this problem:

If no, why not?

Upon completion of the improvement an ordinance will be passed restricting parking along the improvement. "No Parking" signs will be posted upon the passing of the ordinance by the City of Hillsboro.

14. List the number and types of protective devices to be installed at the crossing and on its approaches:

Note: TYPES OF DEVICES

	Commissioner's Standard No. 1R, reflectoried crossbucks
	Commissioner's Standard No. 1S, vehicle "STOP" signs
Existing	Commissioner's Standard No. 2, flashing light signals with gongs
	Commissioner's Standard No. 2B, cantilevered flashing lights w/gongs
Existing	Commissioner's Standard No. 4, automatic gate signals*
	Commissioner's Standard No. 5, traffic signals
Existing	Traffic signals at adjacent intersection**
Existing	Track circuitry to interconnect with traffic signals
Existing	Part-time turn restriction signs**
Existing	Standard advance warning signs
	Standard advance warning pavement markers
	Standard "STOP AHEAD" signs
	Standard railroad "STOP" signs

* To be used in conjunction with Standard No. 2 or No. 2B flashing light signals. Please indicate which it will be.

** Please furnish description of traffic signal operation, including standard phasing and phasing upon train activation.

a. Protection type: Advance warning signs and pavement markings

Number of such devices: 2 ; To be located as follows: South of crossing on bicycle path and roadway.

(1) Who will perform the installation? Oregon DOT, Highway Division

(2) Estimated cost of installation: $ 200 ***

(3) Who will pay for said installation?

Name of Party	Percent of Cost
Oregon DOT, Highway Division	100

(4) Who will maintain these devices? City of Hillsboro

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost
City of Hillsboro	100

*** Include cost of furnishing the protective device(s).

b. **Protection type:** N/A

Number of such devices: _____; **To be located as follows:** ____________

(1) Who will perform the installation? ____________

(2) Estimated cost of installation: $____________***

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

c. Protection type: N/A

Number of such devices: _____; To be located as follows: ____________

(1) Who will perform the installation? ____________

(2) Estimated cost of installation: $____________***

*** Include cost of furnishing the protective device(s).

(3) Who will pay for said installation?

Name of Party	Percent of Cost

(4) Who will maintain these devices? ____________________

(5) Who will pay for said maintenance?

Name of Party	Percent of Cost

15. Who will construct the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company (widen existing crossing)

Estimated cost of this portion: $__________.

Note: These costs include rail renewal, compromise joints, ballasting, ties, tie plates, angle bars, crossing materials and installation of all these items.

b. Remainder of crossing area: City of Hillsboro

16. Who will pay for such construction and in what proportion?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: City of Hillsboro

17. Who will maintain the crossing?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Co.

b. Remainder of crossing area: City of Hillsboro

18. Who will pay f said maintenance?

a. Between the rails and for a distance of two feet outside thereof:

Southern Pacific Transportation Company

b. Remainder of crossing area: City of Hillsboro

19. If automatic protective devices are (to be) installed at the crossing, please answer the following:

a. What type of device will be used to activate them?

(Each track at the crossing should be covered in the answer. Example: Main track--predictor units; Spur tracks--island circuits.)

Single track - predictor units

b. If automatic gates are to be installed, are there any overhead wires or other obstacles which might impair the operation of the gate arms? NO

If so, describe the obstacles, identify the owner and make the owner a party of interest in this matter.

SECTION III. Separated Crossings - N/A

20. At the crossing, the highway will be ______ (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? ______ (yes/no)

If no, please give reasons why attenuators are not necessary:

21. Who will construct the structure?

a. ______

b. ______

22. Who will pay for such construction?

Name of Party	Percent of Cost
______________________________	__________
______________________________	__________
______________________________	__________

23. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

____

b. All highway appurtenances: ______________________________

c. Above the bottom of the beams plus the beam-bearing assemblies:

____

d. Railroad tracks, railroad drainage and all railroad facilities:

____

24. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

____

b. All highway appurtenances: ______________________________

c. Above the bottom of the beams plus the beam-bearing assemblies:

____

d. Railroad tracks, railroad drainage and all railroad facilities:

____

25. Who will pay for damage to the structure caused by motor vehicle traffic on the highway? ______________________________

26. Is a temporary impairment of standard clearance on the railroad necessary during the construction period? __________

If so, describe (and attach complete drawing): ____________________

____

____

____

____

27. Is a temporary ssing at grade necessary during the nstruction period?

______ (yes/no)

If so, answer questions 11, 12, 13, 14, 15 and 16 in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates, if possible.) ____________________

____

SECTION IV. -- PERMANENT CROSSING CLOSURE - N/A

(If an existing crossing is to be closed in connection with the construction of a new crossing, a crossing alteration and/or signalization project, or a separation project, please so indicate in item 40 of this form. If all parties of interest are expected to agree to such a closure proposal and if the closure proposal is not expected to be a matter at issue in a public hearing before the Commissioner, an answer to item 30 below is not required, but answers to the remaining items in this section are requested. If it is anticipated that the proposed closure will be a matter at issue in this proceeding, please provide a response to all items in this section.)

28. Name and location of crossing to be closed (if different from crossing described in items 3, 4 and 5 of this application):

____

____

____

(Please furnish railroad milepost, city or nearest railroad station, county, name of public highway, name of public authority with jurisdiction, and name of railroad company, branch, or other track.)

29. Describe in detail the two most likely alternate routes available to serve the same function served by the crossing to be closed:

Route A: ____________________

____

Route B: ____________________

____

30. How much circuity is involved in the use of each of these two alternate routes as measured from the midpoint of the area served by the existing crossing to major destination points or junction points with the route presently used?

Example: Route A-- 1500' additional to reach points SE of existing crossing; -0- feet to reach points NE of existing crossing; 2800' additional to reach points directly E of existing crossing.

Route A: ____

____

Route B: ____

____

31. Do either of these alternate routes involve use of another railroad-highway crossing? If so, which other crossing, how is it protected, and approximately how much traffic will be added to it if the crossing closure is granted?

Route A: ____

____

Route B: ____

32. Will emergency services to or from the area served by the crossing to be closed be adversely affected? ________ (yes/no)

If yes, please include the appropriate Fire Department or Fire District and the appropriate local police agency as parties of interest in this matter under item 6 herein, and explain how much the effect will be and whether or not other steps can be taken to overcome this adverse effect: ________________

____

____

____

33. What protective devices are currently installed at the crossing to be closed?

____

____

34. Will a pedestrian and/or bicycle crossing be maintained at the site of the crossing to be closed? ________ (yes/no)

35. Who will close the crossing? ____________________________

36. Who will bear the expense of closing the crossing? ________________

____

37. Who will maintain the barricades, if any, at the closed crossing?

38. Who will pay for said maintenance?

SECTION V. -- (To be completed by all.)

39. List all crossings located within one-half mile of the subject crossing in this matter and describe how they are protected: FD-763.80 River Road -Automatic gate signals

40. Upon completion of this project, will it be possible to close any existing crossings in the area? no (yes/no)

If yes, list and explain:

If no, explain why not: Existing crossing is necessary for the motoring public.

41. Other items of construction and cost distribution:

* * *

42. Are the maps and drawings required by the Division IV Commissioner's Rules and Regulations attached to this application? yes (yes/no) 12Y-306 sheets 2 and 9

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES OF INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND ONE COPY FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested thereon is required in this matter: ______________________________

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at Salem, Oregon, this 14th day of May, 1976.

F B Klaboe
(Applicant)

(Attorney)

I, F. B. KLABOE, being first duly sworn, say that I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

F B Klaboe

STATE OF OREGON }
County of } ss.

Subscribed and sworn to before me this 14th day of May, 1976.

(Notary Public for Oregon)
My Commission Expires: 12-18-76

Form AX-1/75
Signature Page

① *Const. Sidewalk Ramps - 4 (Total)*

② *Const. P.C Conc. Driveways Type "A" - 6 (Total)*

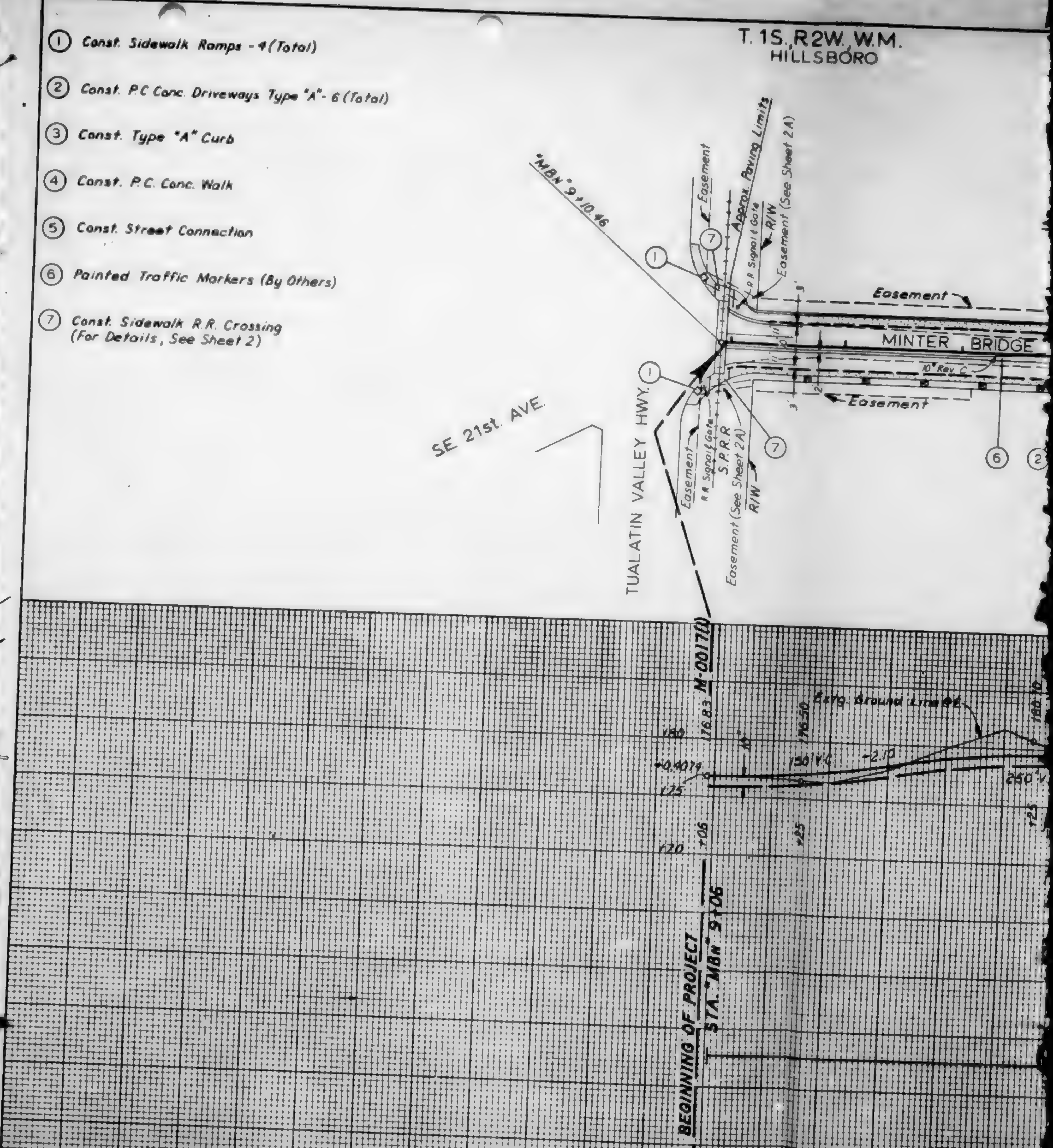
③ *Const. Type "A" Curb*

④ *Const. P.C. Conc. Walk*

⑤ *Const. Street Connection*

⑥ *Painted Traffic Markers (By Others)*

⑦ *Const. Sidewalk R.R. Crossing*
(For Details, See Sheet 2)


T. 1S. R2W. W.M.
HILLSBORO
"MBN" 9+10.46
Easement
Approx. Paving Limits
R/W
R.R. Signal Gate
Easement (See Sheet 2A)
Easement
3'
MINTER BRIDGE
10' Rev C.
Easement
SE 21st. AVE.
TUALATIN VALLEY HWY.
Easement
R.R. Signal Gate
S.P.R.R.
Easement (See Sheet 2A)
R/W
①
⑦
①
⑦
⑥
②
M-0017(1)
Ext'g. Ground Line ℄
180
175
170
+0.407%
176.83
176.50
150' V.C.
-2.10
250' V
+06
+25
BEGINNING OF PROJECT
STA. "MBN" 9+06

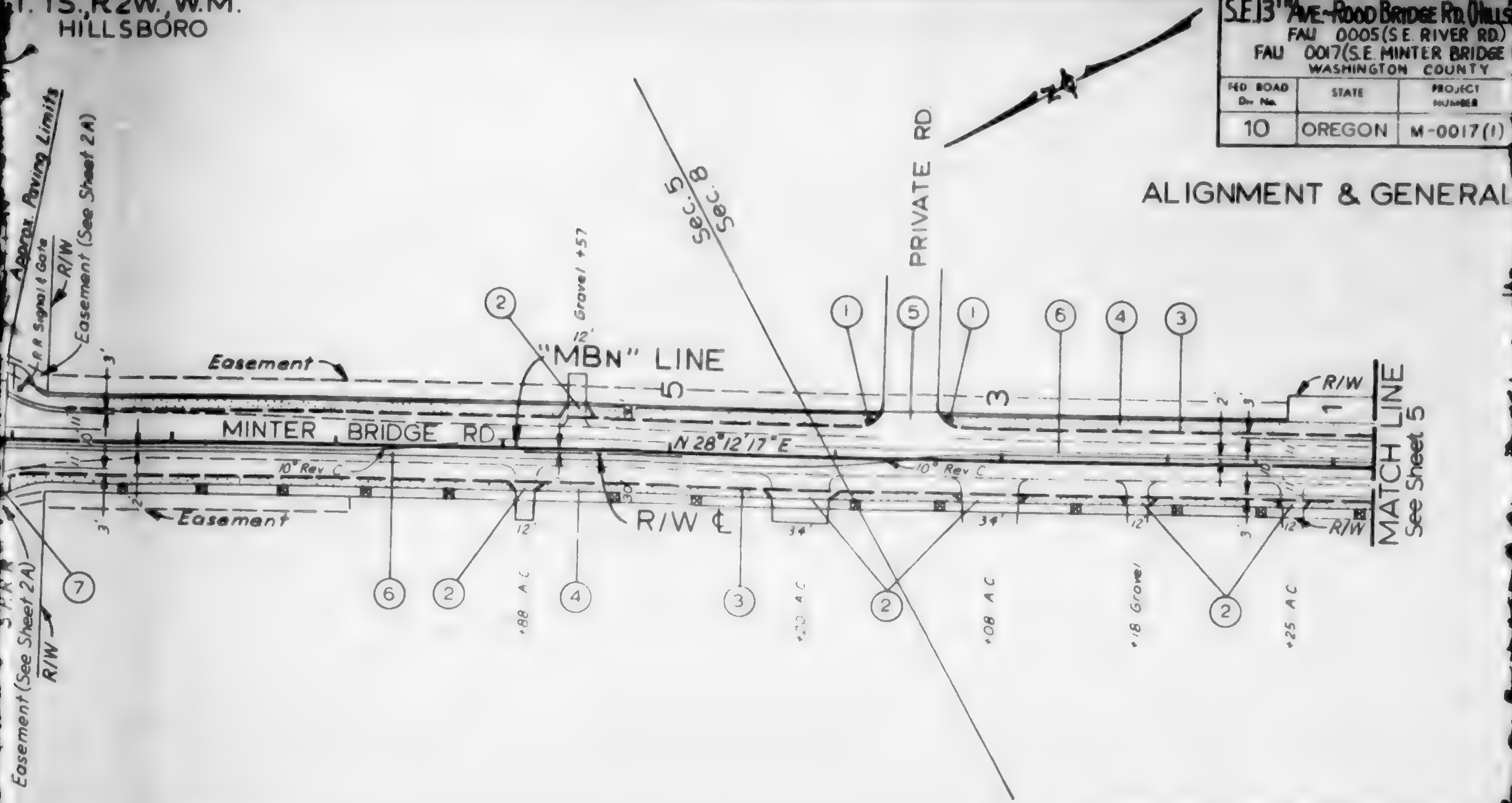
T. 1S., R2W., W.M.
HILLSBORO

12

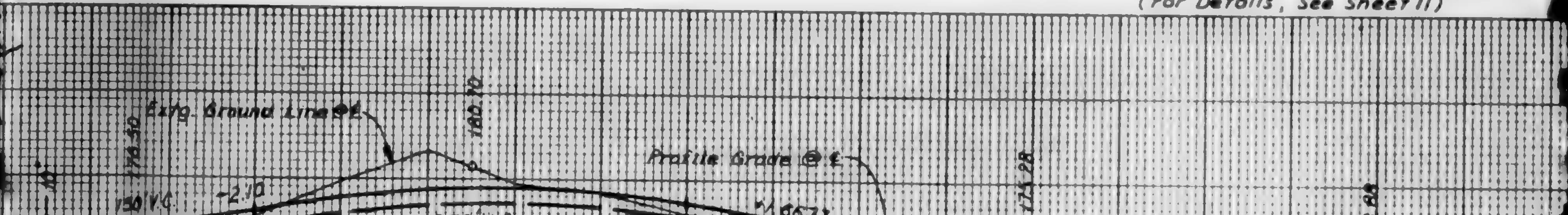
S.E. 13th Ave.-Rood Bridge Rd. (Hills
FAU 0005 (S.E. RIVER RD.)
FAU 0017 (S.E. MINTER BRIDGE
WASHINGTON COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER
10	OREGON	M-0017(1)

ALIGNMENT & GENERAL


PRIVATE RD
Sec. 5
Sec. 8
Approx. Paving Limits
R.R. Signal & Gate
R/W
Easement (See Sheet 2A)
Easement
"MBN" LINE
Gravel +57
12'
5
3
1
MINTER BRIDGE RD.
N 28°12'17" E
10" Rev C
R/W ℄
30
34'
34'
12'
R/W
MATCH LINE
See Sheet 5
S.P.R.R.
Easement (See Sheet 2A)
R/W
3'
10'
2'
3'
11'
7
6
2
4
3
2
2
1
5
1
6
4
3
+88 AC
+20 AC
+08 AC
+18 Gravel
+25 AC

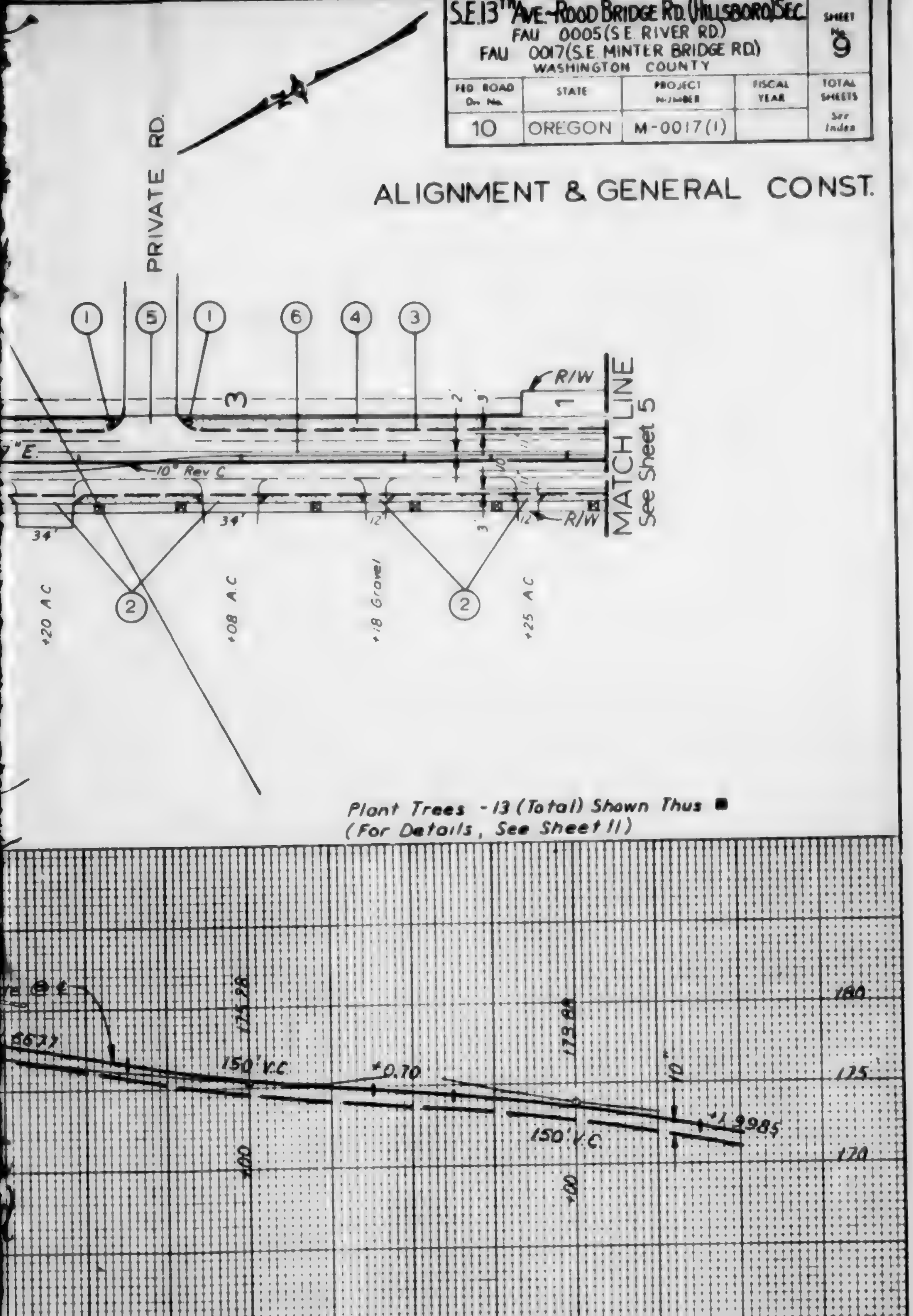
Plant Trees - 13 (Total) Shown Thus ■
(For Details, See Sheet 11)



12V-306

S.E. 13TH AVE.-ROOD BRIDGE RD. (HILLSBORO) SEC. FAU 0005 (S.E. RIVER RD.) FAU 0017 (S.E. MINTER BRIDGE RD.) WASHINGTON COUNTY				SHEET No. 9
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-0017(1)		See Index

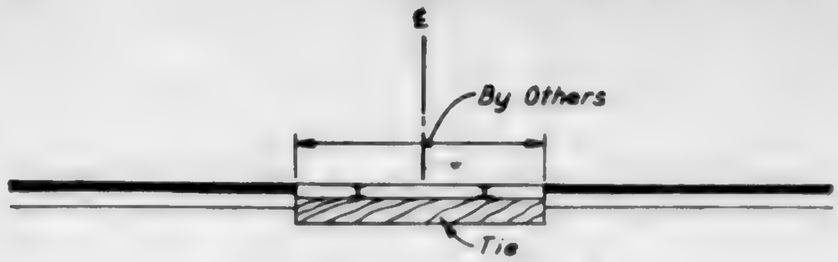
ALIGNMENT & GENERAL CONST.


PRIVATE RD.
①
⑤
①
⑥
④
③
R/W
3
1
MATCH LINE
See Sheet 5
E.
10" Rev C
34'
34'
12'
3
12'
R/W
②
②
+20 A C
+08 A.C
+18 Gravel
+25 AC
.5677
175.28
173.86
150' V.C.
+0.70
10"
-1.9985
150' V.C.
180
175
170
+00
+00
982 (Excess)
928
355
3
1

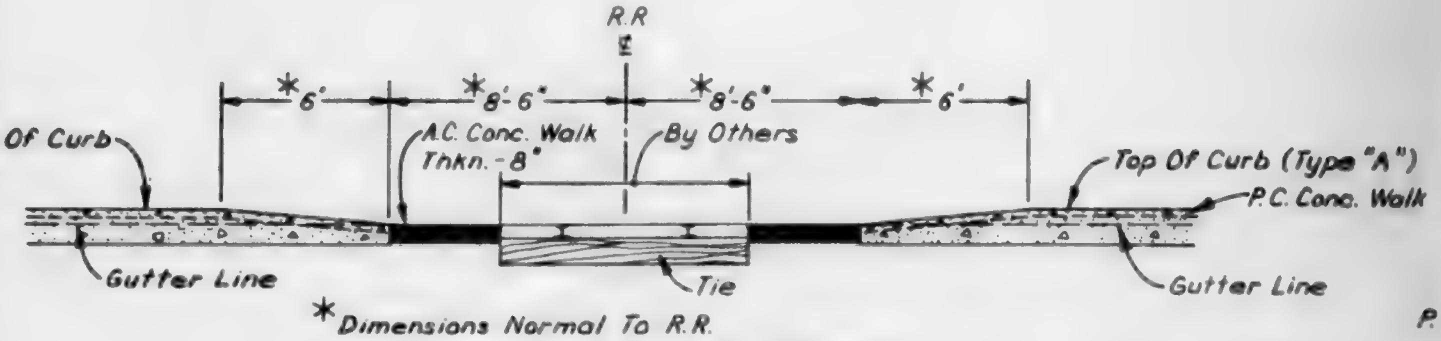
Plant Trees - 13 (Total) Shown Thus ■
(For Details, See Sheet 11)

No R/W Map

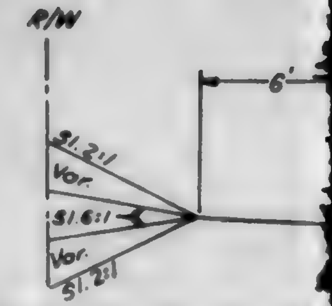
T Y P I C A L S


R.R.
℄
By Others
Tie

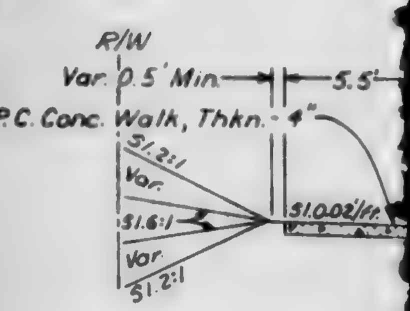
ROADWAY DETAIL
AT RAILROAD CROSSING
(For Location See Plans)

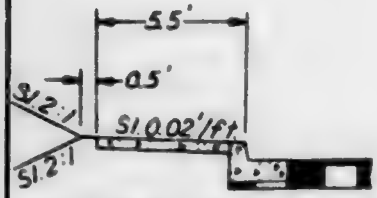

R.R
℄
*6'
*8'-6"
*8'-6"
*6'
Top Of Curb
A.C. Conc. Walk Thkn.-8"
By Others
Top Of Curb (Type "A")
P.C. Conc. Walk
Gutter Line
Tie
Gutter Line
*Dimensions Normal To R.R.

CURB & SIDEWALK DETAIL
AT RAILROAD CROSSING
(For Location See Plans)

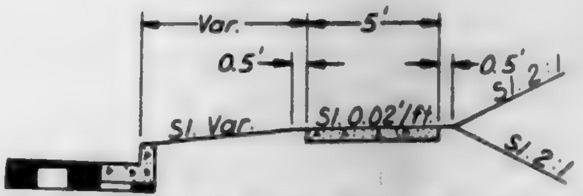

R/W
6'
Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1

STA. 62 + 30 To STA

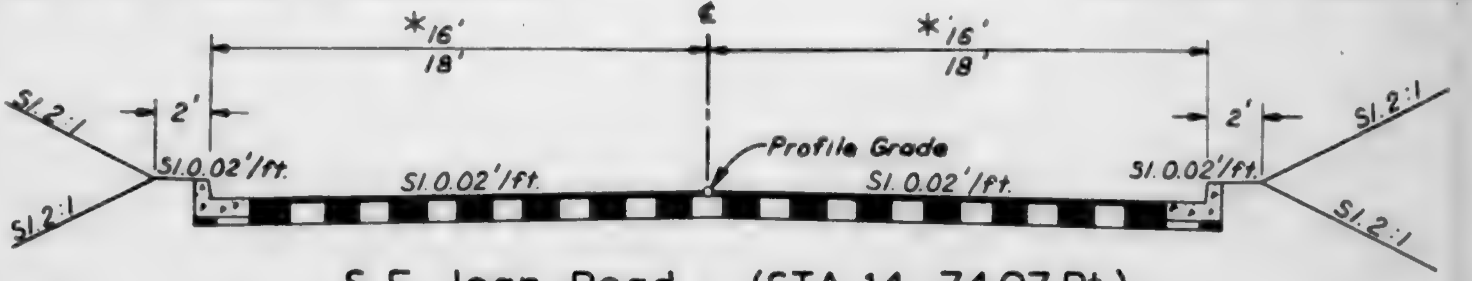

R/W
Var. 0.5' Min.
5.5'
P.C. Conc. Walk, Thkn.-4"
Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1
Sl. 0.02'/ft.


5.5'
0.5'
Sl. 2:1
Sl. 0.02'/ft.
Sl. 2:1

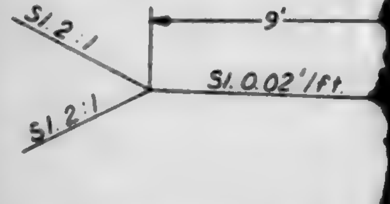
S.E. 29th. Ct., (STA. 57+08.07, Lt. & Rt.)


Var.
5'
0.5'
0.5'
Sl. 2:1
Sl. Var.
Sl. 0.02'/ft.
Sl. 2:1

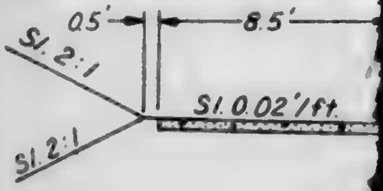
S.E. MEADOW LARK DR., (STA. 55+71.65, Lt. & Rt.)


℄
*16'
18'
*16'
18'
Sl. 2:1
2'
2'
Sl. 2:1
Profile Grade
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1

S.E. Jean Road	(STA. 14 + 74.07, Rt.)
S.E. Currin Drive	18 + 64.97, Lt.)
S.E. Currin Drive	18 + 68.18, Rt.)
S.E. Currin Lane	23 + 24.66, Rt.)
*S.E. Thrush Ave.	34 + 37.61, Rt.)
S.E. 27th. Ct.	50 + 94.46, Lt.)
S.E. Meadow Lark Drive	55 + 71.65, Rt.)
*S.E. 29th. Ct.	57 + 08.07, Lt.)


9'
Sl. 2:1
Sl. 0.02'/ft.
Sl. 2:1

STA. "RB" 0+20 To STA

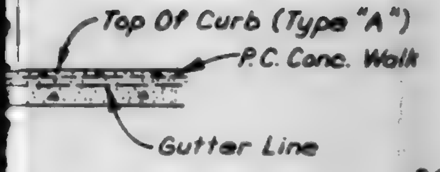

0.5'
8.5'
Sl. 2:1
Sl. 0.02'/ft.
Sl. 2:1

Watson-Henry-Dobes

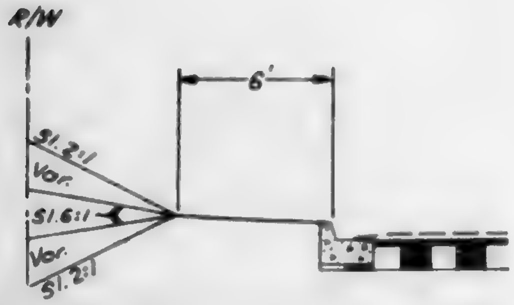
PICAL SECTIONS

S.E.13TH AVE-
FAU
FAU 0017
WAS

FED ROAD Div. No	
10	ORE

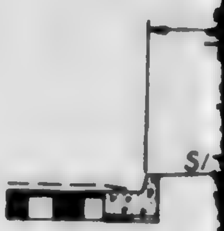


Top Of Curb (Type "A")
P.C. Conc. Walk
Gutter Line

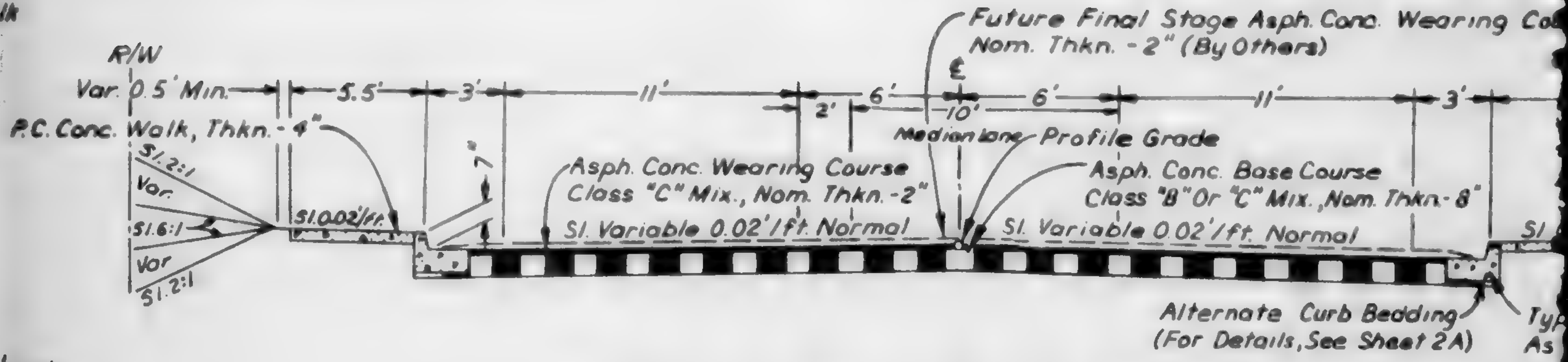


R/W
6'
Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1

STA. 62 + 30 To STA. 64 + 00.42

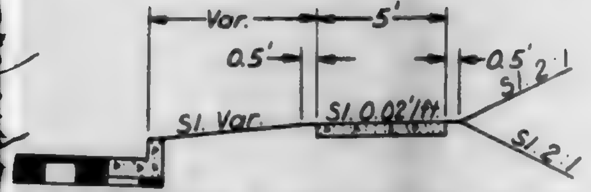


STA. 62 + 75



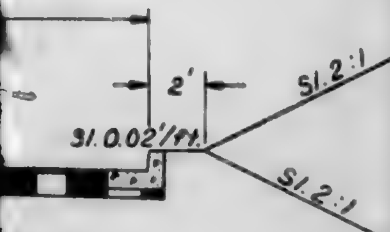
Future Final Stage Asph. Conc. Wearing Co
Nom. Thkn. - 2" (By Others)
R/W
Var. 0.5' Min.
5.5'
3'
11'
2'
6'
℄
10'
6'
11'
3'
Median lane
Profile Grade
P.C. Conc. Walk, Thkn. - 4"
Sl. 2:1
Var.
Sl. 6:1
Var
Sl. 2:1
Sl. 0.02'/ft.
7"
Asph. Conc. Wearing Course
Class "C" Mix., Nom. Thkn. - 2"
Asph. Conc. Base Course
Class "B" Or "C" Mix., Nom. Thkn. - 8"
Sl. Variable 0.02'/ft. Normal
Sl. Variable 0.02'/ft. Normal
Alternate Curb Bedding
(For Details, See Sheet 2A)
Typ
As

STA 0 + 26 To STA. 64 + 00.42
64 + 00.42 65 + 50.42 (Temp. Conn.)

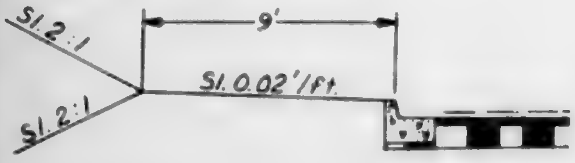


Var.
5'
0.5'
0.5'
Sl. 2:1
Sl. Var.
Sl. 0.02'/ft.
Sl. 2:1

S.E. MEADOW LARK DR., (STA. 55 + 71.65, Lt. & Rt.)



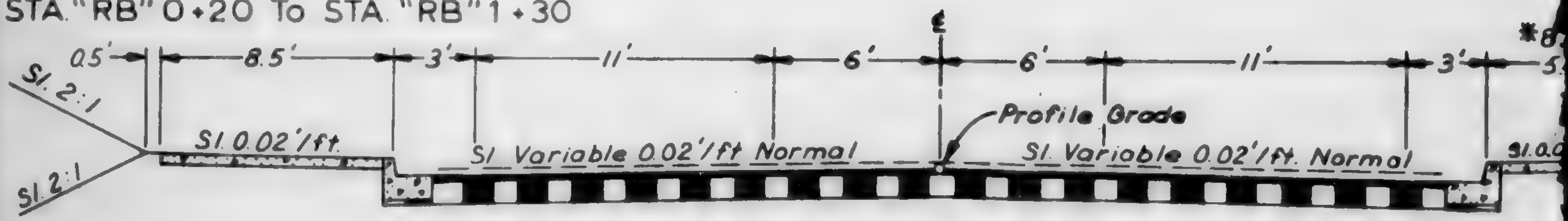
2'
Sl. 2:1
Sl. 0.02'/ft.
Sl. 2:1



9'
Sl. 2:1
Sl. 0.02'/ft.
Sl. 2:1

STA. "RB" 0 + 20 To STA. "RB" 1 + 30

Rt.)
Lt.)
Rt.)
Rt.)
Rt.)
Lt.)
Rt.)
Lt.)



℄
*8
0.5'
8.5'
3'
11'
6'
6'
11'
3'
5
Sl. 2:1
Sl. 2:1
Profile Grade
Sl. 0.02'/ft.
Sl. Variable 0.02'/ft. Normal
Sl. Variable 0.02'/ft. Normal
Sl. 0.0

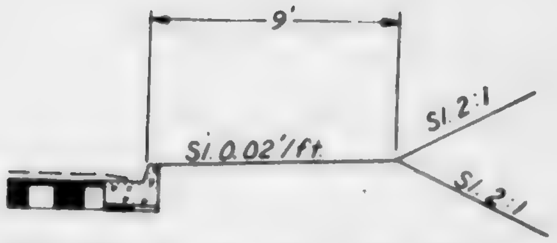
STA. "MBn" 9 + 06 [EQUA. "MBn" 0+00 Bk= "MBs" 0+00 Ah.] To STA. "MBs" 7
"MBs" 7 + 09.20 To "MBs" 9 + 09.20 (Temp
*"RB" 0 + 20 To "RB" 1 + 30
"RB" 1 + 30 To "RB" 2 + 50 (Temp

(For Surfacing Details Not Shown See Section Above)

12V-306

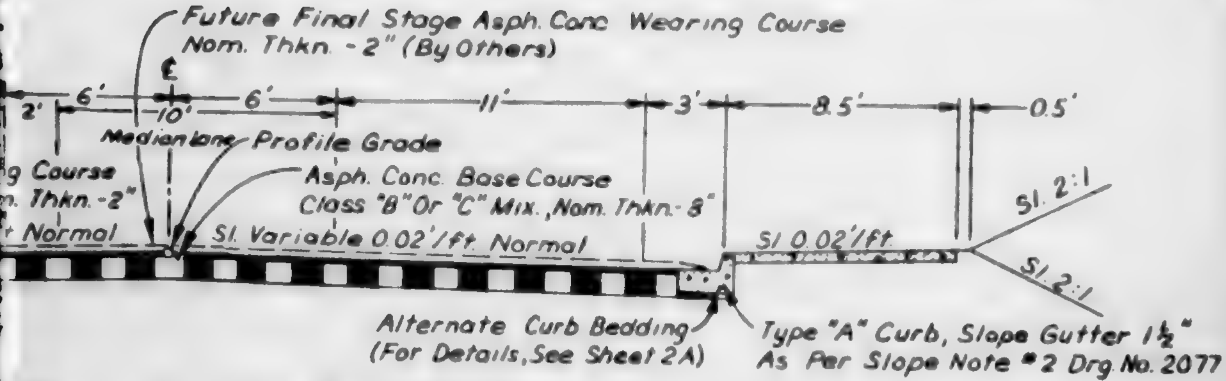
O N S

S.E. 13TH AVE.-ROOD BRIDGE RD. (HILLSBORO) SEC. FAU 0005 (S.E. RIVER RD.) FAU 0017 (S.E. MINTER BRIDGE RD.) WASHINGTON COUNTY				SHEET No. 2
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	M-0005(1) M-0017(1)		See index



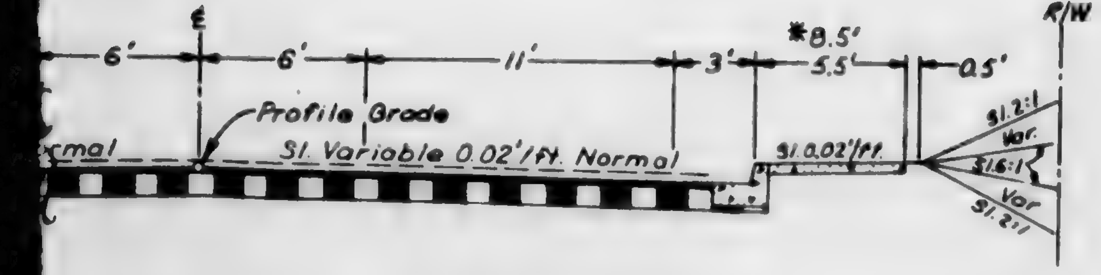
9'
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1

STA. 62+75 To STA. 64+00.42



Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn. - 2" (By Others)
℄
2'
6'
10'
6'
11'
3'
8.5'
0.5'
Median lane
Profile Grade
g Course
m. Thkn. -2"
r Normal
Asph. Conc. Base Course
Class "B" Or "C" Mix., Nom. Thkn. - 8"
Sl. Variable 0.02'/ft. Normal
Sl. 0.02'/ft.
Sl. 2:1
Sl. 2:1
Alternate Curb Bedding
(For Details, See Sheet 2A)
Type "A" Curb, Slope Gutter 1½"
As Per Slope Note #2 Drg. No. 2077

26 To STA. 64+00.42
30.42 65+50.42 (Temp. Conn.) } S.E. River Rd.



℄
R/W
6'
6'
11'
3'
*8.5'
5.5'
0.5'
Profile Grade
rmal
Sl. Variable 0.02'/ft. Normal
Sl. 0.02'/ft.
Sl. 2:1
Var.
Sl. 6:1
Var.
Sl. 2:1

06 [EQUA. "MBN" 0+00 Bk.= "MBs" 0+00 Ah.] To STA. "MBs" 7+09.20 } S.E. Minter
9.20 To "MBs" 9+09.20 (Temp. Conn.) } Bridge Road
0 To "RB" 1+30 } Rood Bridge
0 To "RB" 2+50 (Temp. Conn.) } Road

etails Not Shown See Section Above)

8377

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

May 12, 1976

FROM: F. B. Klaboe MK
Administrator and
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
May 27 Bid Letting

TO: FILE

Bids will be opened May 27 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Clackamas River (McLoughlin) Bridge
   Pacific Highway East
   Clackamas County

   Bridge maintenance painting.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Columbia River (Astoria) Bridge
   Oregon Coast Highway
   Clatsop County

   Bridge maintenance painting.

   Same as No. 1

3. Silver Point Slide
   Oregon Coast Highway
   Clackamas County

   Slide correction.

   Same as No. 1

4. Bullards Bridge
   Oregon Coast Highway
   Coos County

   Bridge maintenance painting.

   Same as No. 1

5. Fairgrounds Interchange-Roberts Creek
Pacific Highway
Douglas County

Grade, pave, structures, signing.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

6. Drain-Rock Creek
Umpqua Highway
Douglas County

Grade, pave, structures, signing.

Class III bikeway will be provided.

7. Lowell (Pioneer Street)
City Street
Lane County

Grading and paving.

Same as No. 5.

8. Florence (Maple Street)
City Street
Lane County

Paving.

Same as No. 5.

9. Heather Station-The Dalles-California Highway
Willamette Highway
Lane and Klamath Counties

Guardrail and escape ramps

Same as No. 1

10. Old Highway 101-Rose Lodge
FAS 146 (North Bank Road)
Lincoln County

Paving

Same as No. 5

11. Grass Valley Rock Production Project
Sherman County

Same as No. 1

12. Tillamook River (Burton) Bridge
Market Road No. 15
Tillamook County

Grade, pave, structure

Same as No. 5

13. Ukiah Rock Production Project
Pendleton-John Day Highway
Umatilla County

Same as No. 1

14. Meacham Rock Production Project
Meacham Frontage Road
Umatilla and Union Counties

Same as No. 1

15. Spring Creek-Lostine Section and Joseph (Alder & First Streets, McCully Ave)
Wallowa Lake Highway and Joseph City Streets
Wallowa County

Grade and pave

Same as No. 5

16. The Dalles-Fifteen Mile Creek
Columbia River Highway
Wasco County

Paving, barriers, singing

Same as No. 5

17. Rowena Interchange
    Columbia River Highway
    Wasco County

    Grade, pave, structure, signing

    Same as No. 5

18. Thatcher Road-23rd Avenue (Forest Grove)
    Gales Creek Road
    Washington County

    Same as No. 5

19. SE 13th Ave-Rood Bridge Road (Hillsboro)
    FAU 0005 & FAU 0017
    Washington County

    Grade, pave, signs, signals

    8-foot sidewalk/bikeway to be provided

LD:mc

cc Robert Burco
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell

8377 15

[illegible] NISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

		M-0005(1) & M-0017(1) STATE PROJECT NO.
		SE 13th Ave-Rood Bridge Rd
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Washington
	ITEM NO. M-28 & M-29	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator & State HIghway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAY 25 '76
REFER TO
Rulien
FOR

Info	Invds	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
5/5/76	5/5/76	FAU-0005 & 0017
		STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

Tualatin Valley Hwy-ECL and Tualatin Valley SCL (Hillsboro) Section

GENERAL DESCRIPTION OF WORK:

Grade, Pave, Sign, and Signals.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)

RR Protective Svcs	$6,200
Perm. & Stage Const. Striping	1,300
Temporary Erosion Control	4,000
On the Job Training	1,600
Lime Treatment	20,000

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 4/14/75 approved this project for inclusion in the Federal-aid program.

After concurrence in award you are authorized to proceed with those items listed above as shown in your Estimate.

Mr. Rulien's 5/3/76 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $1,123,290, Federal funds $878.299.

A signed copy of the Title Sheet is returned herewith.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5/5/76	E J Valach	for Division Administrator

FORM PR-1240 (REV. [illegible]) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8377 SE 13th Ave.-Rood Br. Rd. 1976
(Hillsboro) Section
(gr, pave, sign, & sig.) #1

C&A 5290 5-5-75
C&A 5291 5-5-75
RR866 3-3-77

FORM 81-734-3030

Hillsboro

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
March 4, 1976

FILE: LOC 17

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

TO: L. E. GEORGE
Traffic Engineer

ATTENTION BILL ZIRBES

SUBJECT: ADDITIONAL TRAFFIC SIGNAL
CITY OF HILLSBORO
RIVER ROAD/MINTER BRIDGE ROAD
PROJECT

The City of Hillsboro is requesting that we add a traffic signal to the River Road/Minter Bridge Road project. This signal would be installed at the intersection of River Road and Rood Bridge Road. I have previously forwarded to you two prints of a 1"=20' drawing prepared by the City of the intersection for your use in developing the project. If possible, we would like to have this work added to the contract prior to advertising. By copy of this letter to the Project Management Section I am asking that they take a look at the agreement with the City to determine if it ought to be modified to include this new work. The Hillsboro City Engineer has discussed with Dick Etherington of CRAG the concept of adding this signal to the project and Dick has no objections to it.

If you have any questions about the intersection itself, City Engineer John Godsey should be your local contact.

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
MAR - 5 '76
REFER TO
Geo / R
Info Investigate R/D Action File

ELH/cr
cc L. W. Rulien w/copy of City's letter
Hal Versteeg " " "
Willard Scofield " " "

Pls handle

E.L. HARDT
3/9/76

We don't see any compelling reason to modify the present agreement. The intersection is now in the City and maintenance is covered in the agreement. Only "exhibit A" would need to be changed, but it is only approximate. Dick

City Of Hillsboro

205 S.E. Second Ave. □ 648-0821 □ Hillsboro, Oregon 97123

1 March, 1976

Mr. Ed Hardt
P.O. Box 02157
Portland, Oregon 97202

Dear Mr. Hardt:

The City of Hillsboro would like to request that an additional signal be installed in conjunction with the improvement of River Road. The proposed location is at the intersection of Rood Bridge Road and River Road. It is also our request that the funding be set up as a continuation of the River Road project wherein the local share is 11%, the State share is 11% and the Federal share is 78%.

The signal will be maintained by the City of Hillsboro.

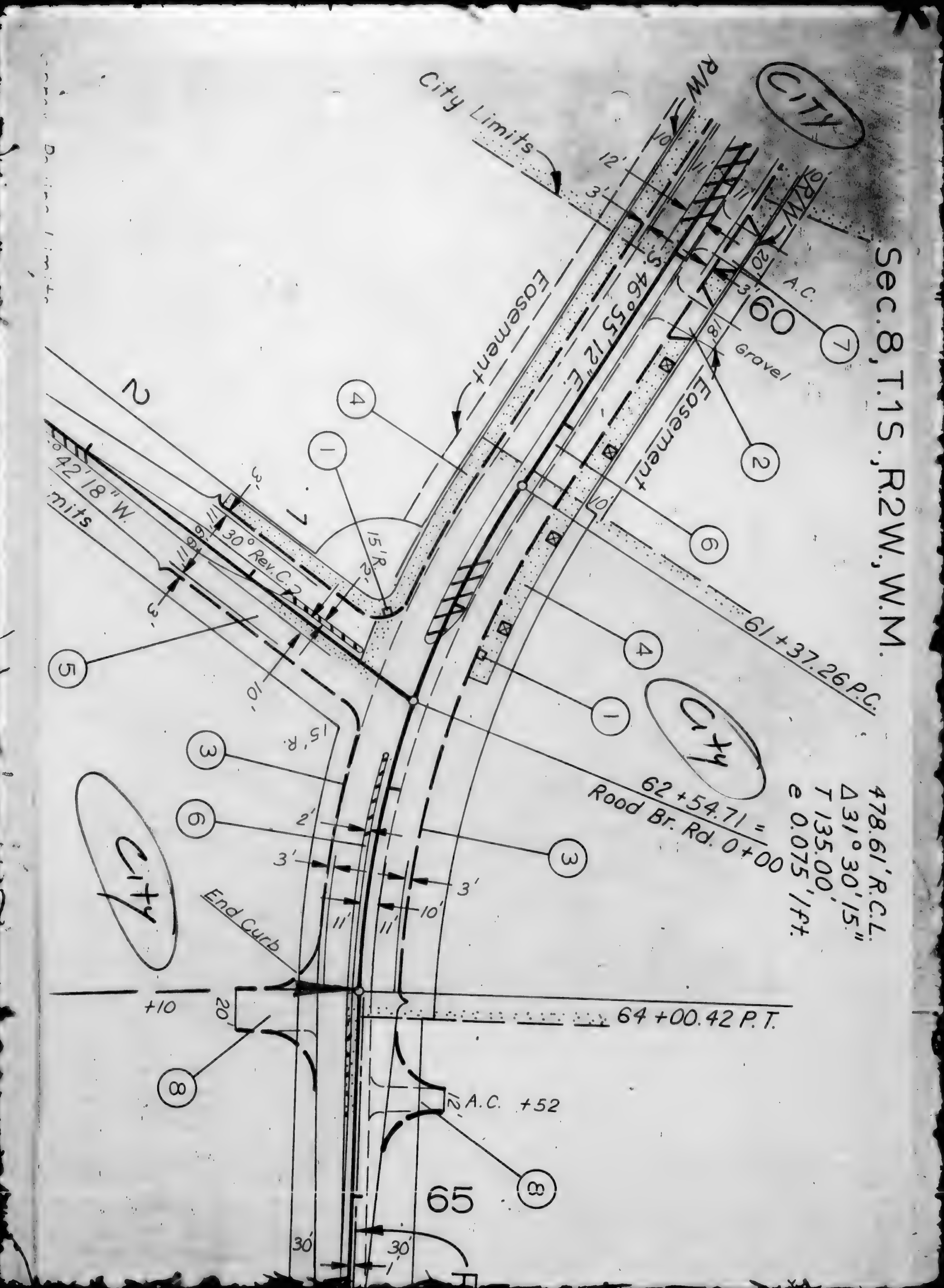
Very truly yours,

CITY OF HILLSBORO

By E.S. Mills
E.S. MILLS
City Manager

ESM:LV

RSC
SC REGION I RBI
LOC


City
City Limits
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R/W
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3'
5'
20'
3'
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60
18'
Gravel
S. 46°55'12" E.
Easement
Easement
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°42'18" W.
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15' R.
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15' R.
3
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City
62 + 54.71 =
Rood Br. Rd. 0+00
478.61' R.C.L.
Δ 31° 30' 15"
T 135.00'
e 0.075'/ft.
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City
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64 + 00.42 P.T.
8
A.C. +52
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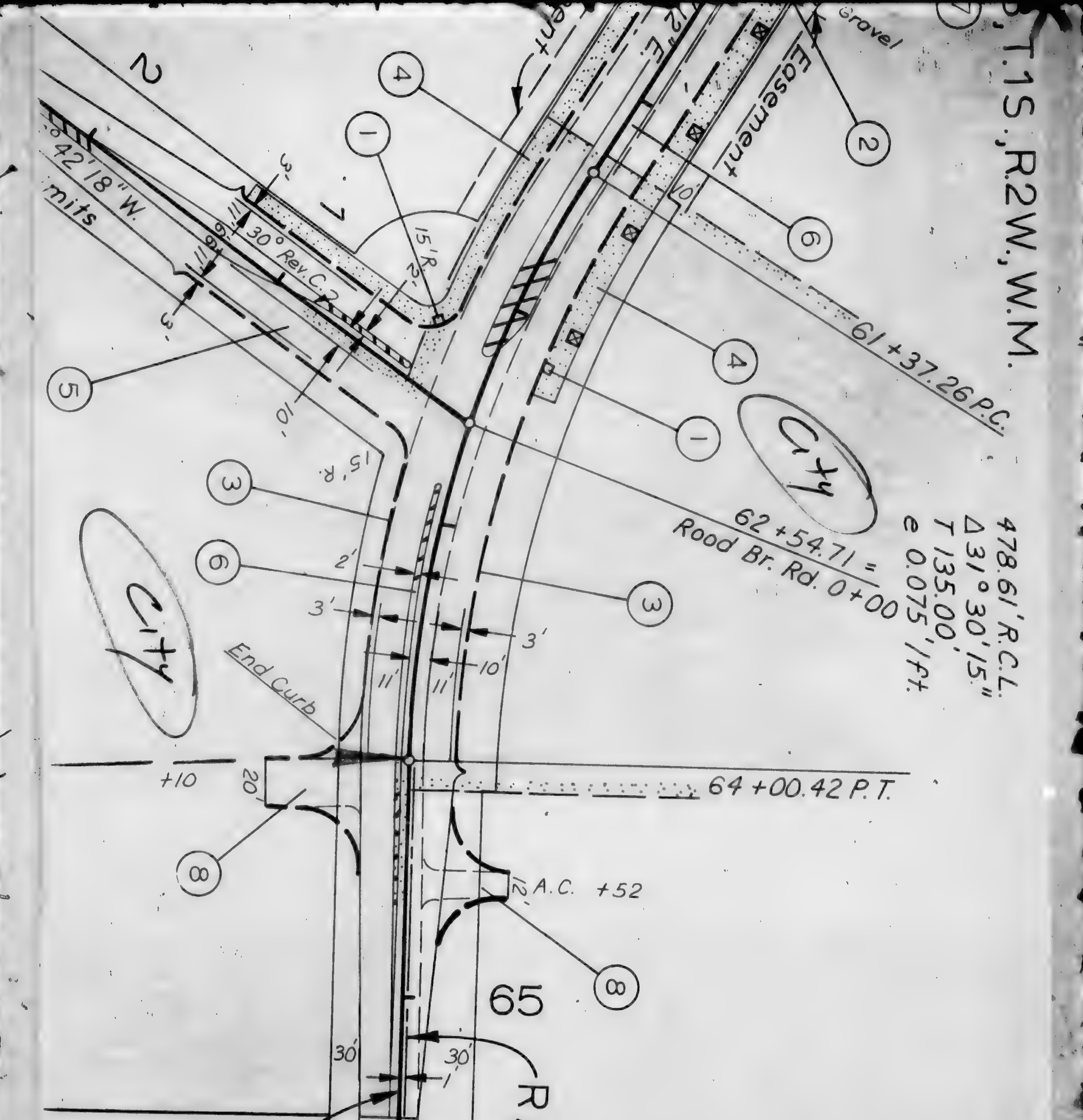
T.1S., R.2W., W.M.
Gravel
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7
42'18" W.
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3'
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① ② ③ ④ ⑤ ⑥ ⑧
61+37.26 P.C.
62+54.71 =
Rood Br. Rd. 0+00
478.61' R.C.L.
Δ31°30'15"
T 135.00'
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City
City
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A.C. +52
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30'
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R/W ℄
CONST
S.77°43'12"
℄ Rock Cr.

8377

FORM 81-734 3050

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
January 28, 1976

FILE: LOC 17

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: EDWARD L. HARDT
Regional Engineer

TO: MEMO TO FILE

SUBJECT: S.E. River Road and Minter Bridge Road Project
City of Hillsboro

REFERRED TO
Beard — Reed
Cole — Sample
Eriksen — [✓ Watson] W
Hager — Wolfe
[✓ Return] Discuss Do Copy Due
BY FINAL DESIGN ENGINEER

After Willard Scofield mentioned his concern about the City of Hillsboro being able to acquire the necessary right of way for the subject project for the scheduled bid opening date, I learned from Hal Versteeg that the right of way should be acquired and certified by March 19 in order to conform to an April 29 bid opening.

I called John Godsey, City Engineer of Hillsboro, and gave him this deadline information. He said he would have no problems meeting that date. I told him that if he had any problems with the right of way acquisition process to get in touch with Ken Rolfe's office, who could give him assistance. I also told him that Ken would probably be contacting him regarding his compliance with Federal-aid requirements for right of way acquisition.

I would appreciate it if Ken Rolfe would monitor the City's activities to make sure that they do meet the March 19 deadline.

ELH/lms
cc: Hal Versteeg
Ken Rolfe
Willard Scofield

Trans

PROJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: T.V. Hwy.-E.C.L.
S.E. River Rd., FAU 0005

Project Federal Aid Number: M-0005(1)

Applicant: City of Hillsboro

Contact: Eldon S. Mills, City Manager

Federal Aid Funds: FAS____ FAUS X Other____

Date Project Approved by Trans. Comm.: 3/31/75

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: Design data indicates the need for right-of-way

Richard Unrein
Richard Unrein
County-City Unit

1/22/76
Date

cc: Right-of-Way Engineer
Region 1 Engineer
Region 1 Federal Aid Engineer
Region 1 Right-of-Way Supervisor
FHWA Right-of-Way Officer
D. E. Swan

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ OPE ☑ CE ☐ RE ☐ RPE ☐

2/18/75

8377

29(?)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
January 2, 1976

Edward L. Hardt

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: RIVER ROAD AND MINTER BRIDGE
ROAD PROJECTS
CITY OF HILLSBORO

TO: HAL VERSTEEG
Road Design Engineer

I have your interesting and provocative letter of December 26 regarding the grade line provided by the City of Hillsboro for the River Road project. Fortunately, I don't think your idea will fly because of the prohibition of advertising signs on highways.

You have touched upon a sensitive area that perhaps needs some discussion. My philosophy on a local-jurisdiction urban project, especially one designed by the local agency, is to interfere with their design as little as possible. On the other hand, you and I and others have a responsibility to make sure that the work is done according to some kind of standard. I think my transmittal letter to you of this preliminary data indicated that sort of wishy-washy approach. Frank Terpin called the other day and requested that I get a statement from the City to the effect that they were aware of what their design would look like and I have done that. Frank told me at the time that he also didn't want to interfere with the City's project, but he wanted to make sure that they knew what they were building.

My problem with this particular situation is, I'm not sure what the finished product will look like. If you do, and if you have serious concerns about it, I would be happy to get together with you and the Hillsboro City Engineer to discuss it before it goes any farther. If not, we can look into getting a waiver in order to put up the sign that you suggested.

ELH/cr
cc Willard Scofield

Letter superceded
by telephone call

✓ Versteeg ✓
Gibson
Terpin
[illegible]
Svenson
Anderson
Trout

RECEIVED
JAN 5 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not file ☐
Return to
Send [illegible]
Other

NOTED
L. K. WATSON

8377 15

OREGON STATE HIGHWAY DIVISION

T.V. Hwy. - S.C.L. Hillsboro Location Section
(Minter Br. Rd.)

Section:	T.V. Hwy. - E.C.L. Hillsboro (S.E. River Road)	Date	31 Dec. 75
Highway:	FAUS 0017 FAUS 0005	Traffic Coefficient	7.3
County:	Washington	18 kip s.a. per day	46.4
Prefix:	34-1998	R value	10
Res. Engr:	W. Scofield	Frost Penetration	
		CBE Total Requirement	23.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Application)	4.0
4.0"	A.C. (Immediate)	8.0
6.0"	T.B.	11.0
12.0"		23.0

NOTED
E. S. HUNTER

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County - City

RECEIVED
JAN 2 '76
REFER TO
FOR

Info	Inves.	R/E	D/E			File

#[illegible]377 29

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 29, 1975

Lyle K. Watson

FROM: Lyle K. Watson
Design Team Supervisor

TO: Memo to the Files

SUBJECT: S.E. 13th Avenue-Rood Bridge Road
(Hillsboro)
FAUS 0005-0017, S.E. River Road &
S.E. Minter Bridge Road.
Washington County

Submitted herewith are some of the problems that have occurred on this project:

1. Gutter line profiles, that are not gutter grades.
2. Questionable profile grade with 50 foot vertical curves; 100 to 200 feet between P.I.'s.
3. No grade sheets, for checking plotted sections.
4. Typical section with back of walk $0^{\underline{5}}$ feet from right of way line and no slope easements.
5. Open joints in sewer lines.
6. R/W centerline alignment not on plans.
7. Driveway elevations on plans not agreeing with plotted cross-sections.
8. Location of slope easements previously acquired.
9. Storm sewer outlet into siphon box, right station 12+87.

LKW:az
cc: L.W. Rulien
Ed Hardt
Willard Scofield

Versteeg
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 29 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
December 24, 1975

FROM: EDWARD L. HARDT
Regional Engineer

SUBJECT: RIVER ROAD AND MINTER BRIDGE
ROAD PROJECTS
CITY OF HILLSBORO

TO: HAL VERSTEEG
Road Design Engineer

ATTN: FRANK TERPIN

In response to your request to obtain from the City of Hillsboro a statement that they were aware of the consequences of the vertical grade line which they have designed into the River Road project, I discussed same with Hillsboro City Engineer John Godsey. I told him that the Highway Division did not want to interfere with the City's design criteria for the project unnecessarily, but on the other hand we wanted to make sure the City was aware of the affect of their vertical alignment as proposed. I refer to it as an "undulating roller coaster" effect.

Mr. Godsey said that he appreciated our position and was also appreciative of our desire not to interfere with his design. He said they were aware of the affects of the design but felt that under the circumstances of relatively slow speed that it would be acceptable. He said the reason for the wavy grade line was (1) to keep the project within the existing right of way and (2) to minimize the construction cost.

I have attached a copy of a letter dated December 22 from Mr. Godsey relative to this question to which is attached the City's engineering report for the survey. I believe this data puts the City on record as being aware of the consequences of their design. If you need anything further, please advise.

ELH/cr
Attachment
cc Willard Scofield w/attachment

City Of Hillsboro

205 S.E. Second Ave. □ 648-0821 □ Hillsboro, Oregon 97123

OP RE RME RCE FAE
TE RECEIVED RSM
UE DEC 23 1975 RSC
SO REGION I RBI
ENV LOC

December 22, 1975

Ed Hardt
Oregon State Highway Division
P.O. Box 02157
Portland, OR 97202

Re: Vertical Alignment of River Road

Dear Mr Hardt

Attached you will find the Engineer's Report that establishes the Design Criteria for the Vertical Alignment of River Road. Two linking factors served to establish the matching for existing driveways. These are: the desire to keep the construction work within the existing right of way and; an effort to minimize the cost of construction to the existing elevations.

I trust the above will be satisfactory towards your quest for clarification.

Sincerely

JM Godsey Jr

John M. Godsey Jr., P.E.
City Engineer

nl

ENGINEER REPORT
S.W. RIVER ROAD & S.W. MINTER BRIDGE ROAD

K.R. KRIEGER 10-10-75

PURPOSE OF SURVEY

This location survey was made for the purpose of:establishing the horizontal and vertical alignment; preparing preliminary plans; and estimating the cost to widen S.W. River Road and S.W. Minter Bridge Road to a three lane highway. The section begins at T.V. Highway and ends at Rood Bridge Road for the River Road portion, and for the Minter Bridge portion - begins at T.V. Highway and ends at the City limits to the south approximately 1700 feet. The S.W. River Road section is approximately 1.2 miles in length.

DESIGN CRITERIA

The main design criteria imposed in this project is to vertically match existing driveway sections as close as possible. Since there exist only a few temporary easements for landscaping construction, it becomes a must to match the driveways vertically.

The second design criteria was that the minimum slope used on the section was 0.0050/feet.

HORIZONTAL ALIGNMENT

Generally, the new section follows the existing right of way. The only exception is at S.W. River Road and the intersection of T.V. Highway. In this particular case the existing road and right of way intersected T.V. Highway at a bad angle, about 30°. Additional right of way was aquired to allow a better approach and crossing angle.

Because the section takes up all but ½ foot at the edge of the right of way, extreme care should be taken if any of the horizontal alignment is altered. It would be wise to field check any changes.

VERTICAL ALIGNMENT

In order to match the existing driveways in elevation, it was necessary to change grade a numberof times. In doing so, a roller coaster effect shows in some areas. A speed of 35MPH is posted along the areas where the roller coaster effect takes place, so there will be little inconvenience to motorists.

TYPICAL SECTION

The typical section consists of three lanes: two 14 foot lanes for travel; one 12 foot turning lane; one eight foot bike path/sidewalk; and one five foot sidewalk/utility/and landscaping area.

Base design consists of 9½" of 1½-0" base rock; 2" of topping 3/4-0"; and 4" of asphalt.

PUBLIC PARTICIPATION

There have been several public meetings called and several letters sent to all the people owning land adjacent to the project. A list of the meetings and a copy of the letter are in the folder marked "Public Participation".

EARTHWORK

The entire new road section is in excavation. Presently there is an oil mat approximately six inches thick along both River Road and Minter Bridge Road, and this will be removed by the new construction.

All the excavated material removed from River Road becomes the property of the contractor and will be removed from the job site.

DRAINAGE

The River Road area is extremely flat in terrain, thus causing the storm system to go great distances before daylighting into a natural drainage ditch.

It has been the standard practice of the City of Hillsboro to leave the storm sewer pipes with open joints and no rubber gasket - thus allowing the natural ground water to filter out from below any roadbeds.

RIGHT OF WAY

All right of way has been aquired necessary for the construction of the section as proposed.

PROVISION FOR TRAFFIC

Because of the large volume of traffic along S.W. River Road, at least one lane of traffic should be maintained at all times. Detouring is a possibility, but in order to accomplish it, traffic would be required to go an additional two miles,approximately,to get around the project.

UTILITIES AFFECTED BY PROJECT

1. General Telephone - Virtually all their system is affected. They are in the design stages for putting in an all new underground system, to be constructed this winter.

2. Northwest Natural Gas Company - There are areas which may be affected by actual construction. Presently, Northwest Natural Gas Company is reviewing the plans and planning to do some extension to their system this winter.

3. Portland General Electric - All their overhead wires and poles are affected. They have already started the construction process of relocating them.

4. City of Hillsboro Water System - Certain sections are directly affected. The City is presently under contract and installing a new system along S.W. River Road from the intersection of Minter Bridge Road and River Road to the intersection of Rood Bridge Road and River Road.

RAILROAD CROSSING

All Public Utilities Commission forms and drawings have been submitted. The PUC did ask for additional information, which was supplied.

TRAFFIC SIGNALS

There are presently two signals in the construction zone. One at the intersection of Minter Bridge Road and T.V. Highway and one at the intersection of River Road and T.V. Highway.. Neither of these signa's were altered in the design of the new section. A new signal shall be installed at the intersection of Minter Bridge Road and River Road. The State is in the design stages of this now.

COST ESTIMATE

See attached form.

#8377

29 (?)

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
December 23, 1975

FROM: Merlyn Anderson
ACTING LANDSCAPE ENGINEER

SUBJECT: S.E. River Road - Minter Bridge Road Reconstruction

TO: Ed Hardt
REGIONAL ENGINEER

The City of Hillsboro requested assistance in the planting of S.E. River Road - Minter Bridge Road reconstruction. I have a couple of suggestions that may be of help.

I have two pieces of correspondence regarding the project on tree spacing. One suggests spacing the trees 50' on center and the other suggests 25' on center. Generally 50' spacing is minimal on medium to heavily traveled streets. I feel 50' spacing would be more than adequate.

The trees preferred for street tree planting by the City of Hillsboro are good street trees. I would recommend adding Flowering Cherry to the list. Evergreen trees were mentioned as part of the planting--evergreens are not good street trees and should not be used.

In regard to what side of the bike path the trees should be planted, I feel they should be planted near the curb. Site distance should not be effected to much since the tree branches must be trimmed up high enough to allow for bicycle traffic and the caliper of the trees proposed does not become excessive. If mailboxes are to be installed along the curb then I definitely feel that tree planting on the opposite side would conflict with bicycle circulation.

MAA:bw

1 Versteeg ✓
A. Olson
Turpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 24 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

FAU
Hillsboro

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
November 17, 1975

Edward L Hardt

FROM: EDWARD L. HARDT
Regional Engineer

TO: HAL VERSTEEG
Road Design Engineer

SUBJECT: FIELD LOCATION DATA
RIVER ROAD AND MINTER BRIDGE
ROAD PROJECTS
CITY OF HILLSBORO

RECEIVED
COUNTY & CITY SECTION
17 1975
☐ ENGR. ☐ COOR. ☑ OE ☐ AE UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

Here is the field location data for the River Road and Minter Bridge Road projects located in the city of Hillsboro. This data has been worked up by the City of Hillsboro and monitored and reviewed by Resident Engineer Willard Scofield. I have several comments as follows:

(1) These two projects came from a list of eight which the City of Hillsboro submitted to CRAG for urban funding. They have been carried up to now as separate projects since that's the way they were originally submitted. I would recommend that they be contracted as one project, since they are similar in nature and intersect one another.

(2) There is an involvement with the project with the Southern Pacific Railroad Company for revised grade crossings. The City tells us that PUC maps have been submitted for this change, but I am concerned that the Railroad's Dick Johnson has not heard of the project. By copy of this letter I am requesting Jim Chidsey to coordinate this work so as not to delay the project.

(3) Willard's review has turned up two points that need to be looked into. One is the questionable profile on part of the project and the second is the City's concept of leaving the storm drainage pipe joints open so as to pick up ground water. I would suggest that after your designer reviews the street profile, as submitted by the City, he get in touch with Willard and discuss it. It seems to me that with a little field adjustment we could come up with a more acceptable grade line. The City's proposal for the storm drain seems a little unorthodox and I would like your review and thoughts on it. This brings up a point which also concerns me and that is our relationship with the City. I am reluctant to play the role of "big brother" and tell the City how their street should be constructed. On the other hand, we have a responsibility to see that the work is done to proper standards. Therefore, I am reluctant to come down hard on the City on the above two points and so would like your comments on them. Incidentally, in order to expedite the project,

Hal Versteeg
Page 2
November 17, 1975

I would suggest that your designer and Willard work directly on the project. I will defer to Willard's judgment and believe this course will save considerable time.

(4) As I understand it, the project limits on the River Road portion of the project have been extended outside the city limits into Washington County. Willard tells me that the County is acceptable to this but some of the financing details need to be worked out. It may be necessary for our County-City section to be involved in this if an agreement modification is necessary. I would request that your people review this and confer with Don Harwell's group about it.

Dick is a revision necessary?

11-20-75 Discussed with Hopkins. This portion of the project is within the urban area & is eligible for FAUS funding. Talked to John Crockett of Washington Co and they have agreed to pay City for any costs outside City limits that are necessary in addition to Fed. & State funds. Reviewed with Frank Tenpin. There is no pressing need for supplemental agree.

ELH/cr
Attachments
cc Jim Chidsey
Willard Scofield

OREGON STATE HIGHWAY DEPARTMENT MONITOR REPORT
CITY OF HILLSBORO - RIVER RD. & MINTER RD. PROJECT

W. J. Scofield, Res. Engr.   November 7, 1975

The City of Hillsboro requested and was granted permission to use their engineering forces to prepare the preliminary plans and specifications for the subject grading, paving and traffic signal project. I was assigned to monitor and advise the City's Designer on Oregon State Highway Departments standard procedure and general format for preparation of the various P.E. items.

In checking over the items submitted to my office by the City, I have found some corrections, additions and revisions needed to conform to normal workup of street type projects. I have noted these corrections, revisions, etc. in red on a print of the plan-profile. I also re-did all the bid item estimate of quantities.

I did nothing about the wavy grade line but do feel that if the Design Section feels as I do that the grade should be smoothed out this can be done with out adverse affect on paved driveways or drainage. The "City" grade will result in unsightly curb and walk alignment. Their argument for the roller - coaster grade is based on exact matching of improved driveways and also their reluctance to obtain slope easements.

Hereon are some random comments on various items that may be of help to the Designer and Specification writers.

DRAINAGE

A storm sewer system located on the centerline is planned throughout the project. One outfall branches off River Road and is on an easement from P.G.E.. The City has requested a specification calling for "open" joints to pick up seepage. The trenches are planned to be backfilled with 1½"-3/4" rock to collect seepage, assure compaction and also A.C. patching for traffic would not be necessary as would earth backfill. I'm not convinced that this would be preferable to tight joints and use of perf pipe where need shows. The $42,000 added cost for rock backfill is also hard to justify. I would suggest closed joints for the main storm sewer with 12" of base rock at top surface. Laterals with open joints and rock backfill would be justifiable. Some areas were pointed out to me where subsurface drainage is needed - particularly in the south 800' of Minter Road. Perf pipe is planned in these problem areas.

On River Road from Minter Road intersection east there are several apartment driveway-parking areas having 6" to 8" pipes draining to the road ditch. I have planned a 10" perf pipe to intercept these drains and also cut off seepage toward the roadway.

TYPICAL SECTION

City plan calls for a 6" crown on a 40' curb to curb section. I am recommending Oregon State Highway Department Standard rate per foot slopes. A 10' on the north and a 8' concrete walk on the south are planned. Edge of walk is 6" from the R/W lines - slope easements were obtained by the City where needed. The sidewalk grade is said to match existing driveway grades within an inch.

Base design - 4" A.C. and 11½" base rock was recommended by Oregon State Highway Department Gregg. I have included 6" of lime treatment for South Minter Road but feel it wil also be needed elsewhere on a "spot" basis.

Wheelchair - bike ramps are planned on all curb returns.

OREGON STATE HIGHWAY DEPARTMENT MONITOR REPORT
CITY OF HILLSBORO - RIVER RD. & MINTER RD. PROJECT
W.J. Scofield, Res. Engr. November 7, 1975

EARTHWORK

Most of grading is waste - approximately 15,000 cu.yds. of general excavation and 6,000 cu.yds. of trench excavation must be hauled away. The only known dump site is a low land fill along the Tualatin Valley Highway at the west edge of Hillsboro - a 3 mile haul. The property owner - a Mr. Sudtel informed me that he is willing to pay for any fill material he can get.

RIGHT OF WAY

Existing right of way is 60 feet wide. The only line change requiring additional right of way was the connection of River Road to the Tualatin Valley Highway. As previously stated slope easements were acquired by the City where slopes would catch out of the right of way. The City does not plan to construct uniform width sidewalks around curb returns. This will pinch the walks widths on some corners to 4 to 5 feet.

TRAFFIC STAGING

First stage grading will be a 10 to 12 foot width on either the left or right side - leaving the existing 20 feet of roadway for traffic. Then the graded strip will be based and traffic moved to that ½ of the roadway section (20') etc..
Curbs and paving should be specified to keep pace with grading.
Traffic could be detoured on other roads but I do not recommend it other than for a few hours duration. Even with a 2-way 20' width available for traffic, flagmen will be needed due to tight clearances.

TRAFFIC SIGNALS

Signals are planned at the River Road - Minter Road intersection. Designer Zirbes has plans completed quite some time ago.

UTILITIES

Utilities within the project requiring relocation to some extent are:
(1) City of Hillsboro - Water Mains - A contract was awarded recently for a 16" main under the south walk of River Road from Minter Rd. - River Rd. intersection east. The City requested the 3,600 lin.ft. 10" steel pipe being replaced to be removed under this project and junked by the contractor. Other mains are said to be well below subgrade.
Sanitary sewer - located along the north shoulder of River Rd. and east shoulder of Minter Rd.-supposed to be well below any grade conflict with the project. All manholes must be adjusted.
City crews expect to have all sewer and water services, meter boxes, valves, hydrants etc. relocated well ahead of construction start.
(2) P.G.E. - Power Line - Will be relocated to edge of Right of Way.
(3) G.T.E. - Telephone - Plan to relocate underground throughout project.
(4) N.W. Gas Company - Will have all conflicts resolved this fall and winter.
(5) South Pacific Railroad - No revision in crossing gates or warning beacons is needed and some plank widening will be required on both Minter & River Road crossings. City has submitted P.U.C. maps and applications.
No utility relocation is reimbursable except Southern Pacific Railroad work.

OREGON STATE HIGHWAY DEPARTMENT MONITOR REPORT
CITY OF HILLSBORO - RIVER RD. & MINTER RD. PROJECT
W.J. Scofield, Res.Engr. November 7, 1975

LANDSCAPING

The City plan calls for 5'x5' tree planting blockouts in the 10' walks on both River Road and Minter Road. The interval is 25' if driveways do not conflict. Theyoriginally wanted the trees planters to be next to the curbs but later changed to a location on the back of sidewalks - for sight distance reasons. I believe the first plan was preferable - mail boxes must be at the curb line - trees should also. Traffic will be along the curbs splashing gutter drainage on pedestrians.

The City desires alternate deciduous and evergreen trees and seeks Oregon State Highway Department Landscape Engineer advise on tree type and planting specifications.

EXTRA WORK

I anticipate the following items of extra work:

(1) Striping - City has a prepared detail plan of signing and striping.

(2) Miscellaneous relocation of fences, hedges, trees, shrubs - City designer informed me of some tacit assurances to a few property owners of assistance in relocation of aforementioned items - for example - a hedge on the R/W line will be trenched out by the contractor and laid back on the private property for replanting. I have asked City for written list of other verbal committments.

(3) Miscellaneous hookup of private drainage such as roof drains, field tile and unknown underground pipes.

(4) Southern Pacific Railroad work and protective reimbursement. I called Southern Pacific Company Engineer Dick Johnson for estimate of their costs. He was totally unaware of the pending projects and railroad crossings. I do know some additional planking will be required but believe the warning signals and crossing gates will not be involved. City Engineer said the P.U.C. maps and application were submitted some time ago.

(5) Signal Controller Testing.

(6) Furnish Mail Box posts etc.. The bid item does not include replacement of posts, brackets etc. that are not reusable.

(7) Refinish curb cuts. The duplex apartments A.C. driveway - parking areas have extruded P.C. curb that will be severed at the R/W line. This item is for purpose of refinishing the rough - broken curb ends - if needed.

COST ESTIMATES

There are three sections which comprise one larger project package. More or less separate P.E. items and separate quantities - cost estimates were worked up for the three sections.

(1) Tualatin Valley Hwy to East City Limits - Hillsboro on River Rd. approximately 5,900 feet in length - includes - River - Minter Rd. Intersection traffic signals -
Total Cost (Includes 20% E&C) - - - - - - - - - - $953,800

(2) Tualatin Valley Hwy - South City Limits - Hillsboro on Minter Bridge Rd. - Length approximately 1,700 feet. Total Cost - - - $248,800

(3) East City Limits - Hillsboro to Rood Bridge - River Rd. - Outside City of Hillsboro. City and Washington County have an agreement on cost sharing.
Total Cost - - - $108,000

River Rd.
953,800
108,000
$1,061,900

Total Cost of Project - - - - - - - - - - - - - $1,310,600

W J Scofield 11/13/75

FAU

OREGON STATE HIGHWAY DIVISION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. M-0005(1)

Project Name T. V. Hwy.-E.C.L.

S. E. River Rd., FAU 0005

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

☐ Additional right-of-way will not be required for this project.

☐ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ____________________, Oregon,

this __________ day of ____________________, 19____.

City of Hillsboro

____
Mayor

____
Recorder

8-21-75
3 copies to Reg. 1
✓

R/W File No. __________

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☑ UE
☑ UPE ☒ CE ☐ RE ☐ RPE ☐

FAU - Hillsboro

DS RME RCL IAE
RECEIVED
TE RSM
UE JUL 23 1975 PSC
SO REGION 1 RBI
LOC

FORM E 53 85M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

18832 S. W. Shaw
Aloha, Oregon 97005

Date: July 17, 1975

SUBJECT: River Rd. - Minter Rd. Project
City of Hillsboro

To: MEMO to the File

W J Scofield

From: W. J. Scofield
Resident Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 28 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☒ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

The preliminary estimate items for the River Road and Minter Road project was delivered to my office on Monday, July 14, 1975 by City of Hillsboro designer Ken Krieger.

The transmittal letter (attached hereto) from City Engineer Bancroft - among other items indicated a suggestion to move the roadway section 2 feet southerly in order to increase the planting - utility strip on the north from 3 feet to 5 feet. This shift would reduce the south bikeway from 10 feet to 8 feet. I thought this was a good idea and called on Bancroft on Wednesday July 16th suggesting they proceed with this revision. The plans will be redrafted and will require about 2 weeks - approximately the end of July to complete. ✓

Bancroft also suggested limiting work done this season to the storm sewer and utility relocation. I concur to the extent that no roadwork should be done but there may be other items that could be carried on this fall and winter without hardship to residents. Limiting the work to be done this season should take some of the heat off early contracting. September letting probably should be postponed at least another month.

I discussed the extension of the River Road Section approximately 500 feet to include the Ruud Bridge Road intersection with Washington County Engineer Crockett. He is very much in favor and will promptly work up a cost estimate. After cost is determined we will setup a "huddle" to determine if financing can be arranged.

I suggested to Bancroft that the City arrange a press release to the local papers and other concerned parties to the effect that the P.E. was completed by the City and submitted to the Oregon State Highway Department with contracting planned for September etc.. He indicated that a hearing will be held after the project plans were approved by the Highway Department and a final cost estimate determined. Local residents, papers and concerned agencies will be notified by letter. This seemed to be all he intended to do as far as publicity is concerned.

Ed. Hardy

Action
AL AID
JUL 21 1975 FAU

8377

Contract 8377

13

FORM 81 714 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4-3

SALEM, OREGON

June 17, 1975

FROM: L. W. Rulis
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
Tualatin Hwy. to ECL Hillsboro
SE River Road
Washington County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford ✓
Region 1 : E. L. Hardt
Discrict 2a : W. W. Geibel

APPROVED
ESH
E. S. Hunter
Date 6-18-75

JUN 1[illegible] 1975

RECEIVED
JUN 1[illegible] 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 19, 1975

A. PROJECT IDENTIFICATION

M-0005(1)

Name of Project SE River Road (Tualatin Valley Hwy., ORE 8, to east city limits) (Section)

Location of Project City street--SE River Road (Highway Name) (Highway No., US - ORE)

Hillsboro (City) Washington (County) I (Region)

Program FAU (Funding) $966,349.97 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide for the improved safety of an existing collector street, and provide adequate safe driving conditions for future capacity by widening the existing 18 feet to 22 feet travel way to 40 feet and providing a median left turn lane.

Origin and History: This street was originally a county farm road. With continued growth, both in the county and city, capacities and traffic flow patterns presently meet requirements set forth for an arterial street. (See attached proposed improvement report.)

C. DESCRIPTION OF PROJECT

Length 5,930 feet

Termini ORE Highway 8, and east city limits

Alignment ☐ New ☐ Existing ☐ Combined Unchanged.

CATEGORY 3 PROJECT

NON MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) A strip approximately 10 feet by 300 feet is required for additional right-of-way. Existing use is as a hayfield.

Typical Section 40 foot wide curbed street with two 14 foot wide travel lanes and one 12 foot wide center left turn only lane.

Structures None.

Characteristics (ADT) 4000, Monday-Friday 7:00 a.m.-7:00 p.m., December 1973 (see attached proposed improvement report)

Other General Information (or Supplemental information to items)

Adequate storm drainage and pedestrian five foot wide sidewalk on north side of street. Materials must conform to OSHD standard specification. Borrow and waste disposal must conform to city of Hillsboro and EPA requirements.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Existing right-of-way and adjacent development preclude alternate locations.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☐ Required ☐ Recommended

Type ____________ Tentative Date(s) ____________

A-95 Review: ☐ Not Required ☐ Required

Note: Hearing requirements will depend on desires of local officials.

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

The topography along this street is generally flat. Drainage is very poor adjacent to the street. During peak rainfall several areas flood. When the street is improved the drainage will be piped to a drainage basin south of the street. Affected roadside vegetation within existing right-of-way consists mainly of various scattered grasses and herbs which typify disturbed, compacted, gravely areas. It is likely that the project will improve the appearance of the roadside by more clearly defining the transition from travelway to roadside, and by removing the rutted shoulders which are not now suited for roadside plants.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use: 25% duplex residential, 60% single family and 15% general industrial. The improvement will improve the appearance along this street, thereby enhancing land use, noise, air esthetics, utilities, etc. The improvement of this street will eliminate the majority of the detrimental aspects of vehicular traffic by providing for greater efficiency.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   A strip approximately 300 feet by 10 feet of additional right-of-way will be required. Existing use is as a hayfield. No improvements are affected.

   Consequences:

   None are anticipated.

2. Estimated Changes in Traffic Patterns:

   (See traffic volumes and projections attached in proposed improvement report).

   Consequences:

3. Estimated Changes in Land Use:

   None anticipated.

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

   None.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

   None.

   Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

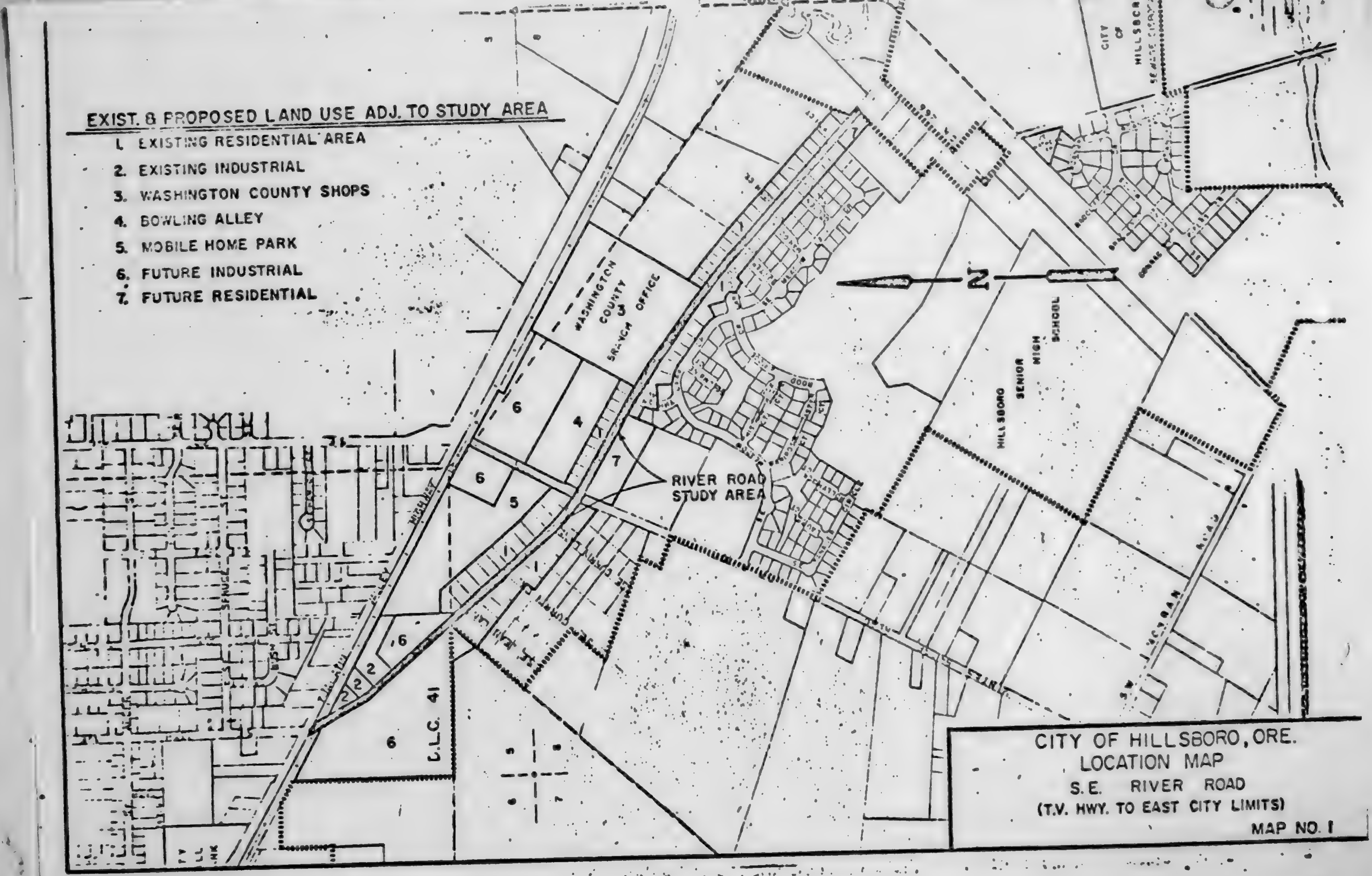
* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Non-Major Action

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ____________________



CITY OF HILLSBORO, ORE.
LOCATION MAP
S.E. RIVER ROAD
(T.V. HWY. TO EAST CITY LIMITS)
MAP NO. 1

EXIST. & PROPOSED LAND USE ADJ. TO STUDY AREA
1. EXISTING RESIDENTIAL AREA
2. EXISTING INDUSTRIAL
3. WASHINGTON COUNTY SHOPS
4. BOWLING ALLEY
5. MOBILE HOME PARK
6. FUTURE INDUSTRIAL
7. FUTURE RESIDENTIAL
N
HILLSBORO SENIOR HIGH SCHOOL
CITY OF HILLSBORO SEWAGE DISPOSAL P
WASHINGTON COUNTY BRANCH OFFICE
RIVER ROAD STUDY AREA
D.L.C. 41
COCHRAN ROAD
HIGHWAY
6
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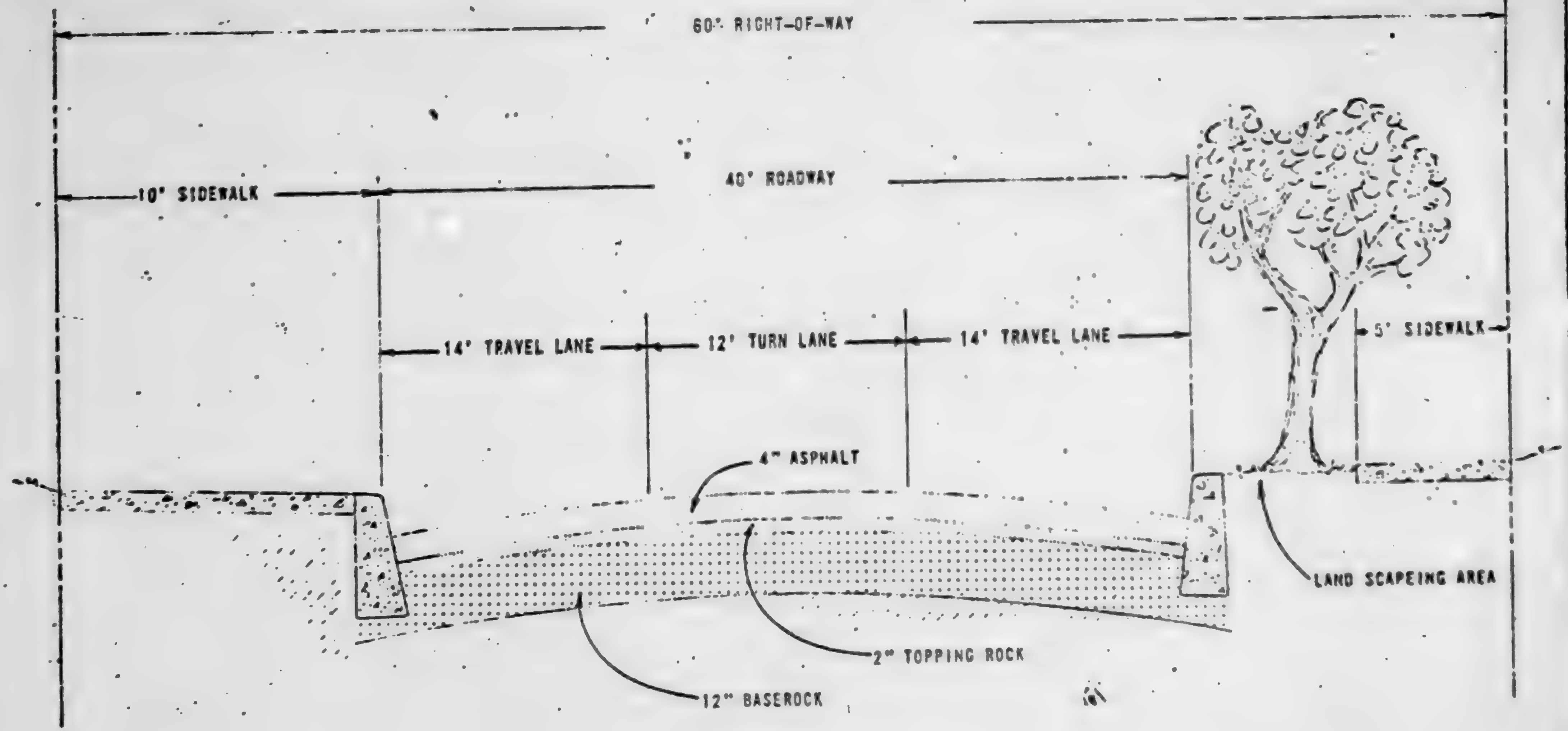
7
6
5
3
2
2
2
6
6


60' RIGHT-OF-WAY
10' SIDEWALK
40' ROADWAY
14' TRAVEL LANE
12' TURN LANE
14' TRAVEL LANE
5' SIDEWALK
4" ASPHALT
2" TOPPING ROCK
12" BASEROCK
LAND SCAPEING AREA

TYPICAL CROSS-SECTION
S.E. RIVER ROAD & S.E. MINTER BR. RD.
N.T.S.

REVISION	CITY OF HILLSBORO, ORE. 205 S.E. 2nd. AVE 648-0821	S.E. RIVER RD. & S.E. MINTER BR. RD. FEDERAL URBAN SYSTEM PROJECT DESIRED ROADWAY CROSS-SECTION	PAGE 1 1
	DES G T D DRN W C	CKD G T D SCALE AS SHOWN	DATE FEB 5 DRAW. NO

S.E. River Road (Highway 8 to East City Limits)
FAU Route No. 0005

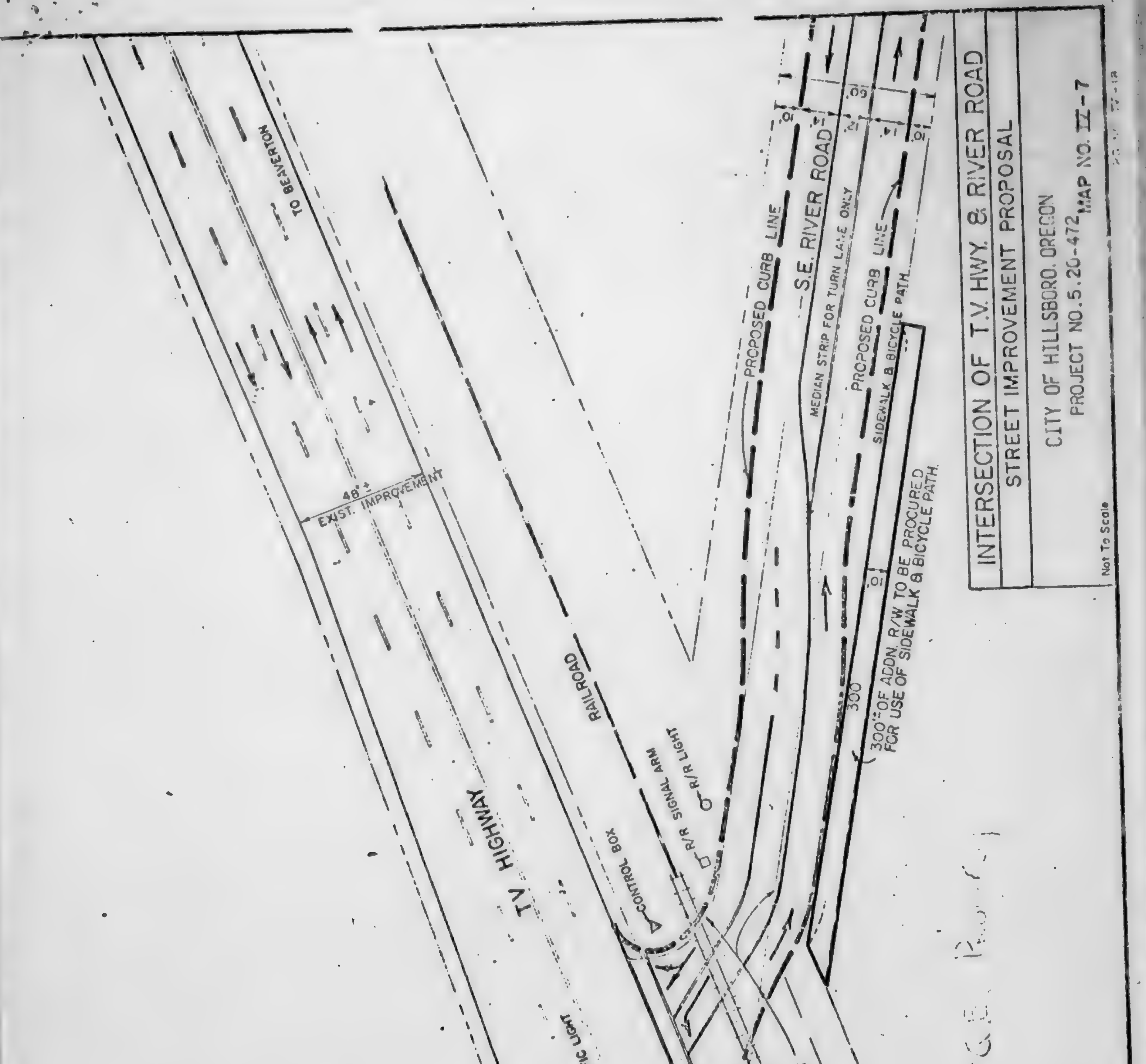
Proposed Improvement Report

PHYSICAL DESCRIPTION OF THE PROJECT

Location. SE River Road is located in Sections 5 and 8, T1S, R2W of the W.M., in Washington County, Oregon. The portion of River Road within the study area is classified as an arterial street. The study area begins at the intersection of Tualatin Valley Highway (Highway 8), and River Road and ends at the east City limits, which is approximately 230 feet west of the intersection of River Road and Rood Bridge Road. River Road serves as a arterial street for seven local streets and intersects with another arterial street known as Minter Bridge Road. (See Map No.1).

Existing Improvement. The surface of the street is in very poor condition. The majority of the street is beyond the minor repairs stage. Presently an oil mat varying in depth from one to three inches, 18 to 22 feet wide exists. There is little or no base rock under the street. After the heavy rains and freezing conditions in 1974, the City attempted to patch weak areas and during the summer of 1974 oiled a portion of the street, but the street is still cracking and showing mud boils. Drainage along this street is very poor. In some areas there are ditches and other areas no drainage exists. During peak rainfall, several sections of the street flood. The present use of the street is that of serving the properties within the City limits as well as properties lying south of the City in Washington County. The existing right-of way width on this street is 60 feet.

Proposed Improvement. The street will be improved as an arterial street. The improvement will be 5930 lineal feet long and consist of the following requirements: (1) pavement width = 40 feet; (2) curbs will be installed; (3) a ten foot wide sidewalk will be installed on the south side of the street for service of a bicycle path and pedestrian sidewalk, and a five foot wide sidewalk will be installed on the north side of the street; (4) a full-traffic actuated 3 - phase signal with pedestrian indicators will be installed at the intersection of River Road and Minter Bridge Road; (5) sufficient storm drainage be installed and (6) minimum right-of-way width will be 60 feet. The traveling lanes required are two 12 foot wide lanes with a 12 foot wide center left turn lane only and a two foot barrier clearance strip on each side. The recommended speed limit is 35 MPH from the intersection of Tualatin Valley Highway and River Road to the intersection of River Road and Minter Bridge Road, and 45 MPH from the intersection of River Road and Minter Bridge Road easterly to the end of the project.


INTERSECTION OF T.V. HWY. & RIVER ROAD
STREET IMPROVEMENT PROPOSAL
CITY OF HILLSBORO, OREGON
PROJECT NO. 5.20-472
MAP NO. II-7
Not To Scale
TO BEAVERTON
48'±
EXIST. IMPROVEMENT
RAILROAD
T.V. HIGHWAY
S.E. RIVER ROAD
PROPOSED CURB LINE
MEDIAN STRIP FOR TURN LANE ONLY
PROPOSED CURB LINE
SIDEWALK & BICYCLE PATH
300'± OF ADDN. R/W TO BE PROCURED FOR USE OF SIDEWALK & BICYCLE PATH.
300
10'
12'
60'
12'
10'
CONTROL BOX
R/R SIGNAL ARM
R/R LIGHT
TRAFFIC LIGHT
R/R SIGNAL ARM
ROAD PLANKING
EDGE OF EXIST PAVEMENT
PACIFIC
CYCLE PATH LOCATION
RAINAGE
N

fau

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 12, 1975

FILE: PRO 6

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: GEORGE HOPKINS
Program Development Engineer

SUBJECT: RIVER ROAD
FAUS Project
City of Hillsboro

The City of Hillsboro indicated in the Environmental Assessment for the River Road FAUS project that no right of way would be required but since have found that one small parcel is needed. The attached letter and map sent by Assistant City Engineer John Godsey explains the situation. In our original conversation, John estimated that a strip approximately 200 feet long would be required, but the map shows 300 ± feet. The property in question is unimproved and the small taking would appear to have no impact on the area. Region Environmentalist Craig Markham has looked at the area and confirms that the change in environmental impact is not significant.

This information should be considered by the Environmental Section and the appropriate amendment made to the environmental assessment.

RECEIVED
COUNTY & CITY SECTION
JUN 18 1975
☑ ENGR. ☐ COOR. ☐ CE ☐ A ■ UE
☑ UPE ☒ CE ☑ RE ☒ RPE ☐

ACTION
JUN 18 1975 FAUS DonH
FEDERAL AID

JR/lms
Attachment
cc: George Ramjoue
Ken Rolfe

~~SE~~ RE RME ~~CAP~~ TAE
TE RECEIVED RSM
UE JUN 1 1 1975 RSC
SO REGION I RBI
ENV LOC

CITY OF HILLSBORO • 205 S.E. SECOND AVE. • 648-0821 • HILLSBORO, OREGON 97123

June 10, 1975

Jon Rose
Oregon State Highway Division
P.O. Box 02157
Portland, OR 97202

Dear Mr. Rose

Attached please find a map of the intersection of T.V. Highway and River Road. As I indicated in our conversation of May 30, 1975, it is necessary to offset River Road in the right of way to maintain a forty foot improvement within the existing space between the two railroad crossing arms. The road offset is possible in the existing right of way; however, to continue the pedestrian-bicycle path, a ten foot wide strip three hundred feet long is required.

The only vegatation outside the existing right of way is field grass, and the entire piece of property is unimproved, although sanitary sewer and water are available. In consideration of the above I submit that the impact on the environment will be negligable.

A more specific detail of the intersection will be submitted with the contract plans and specifications.

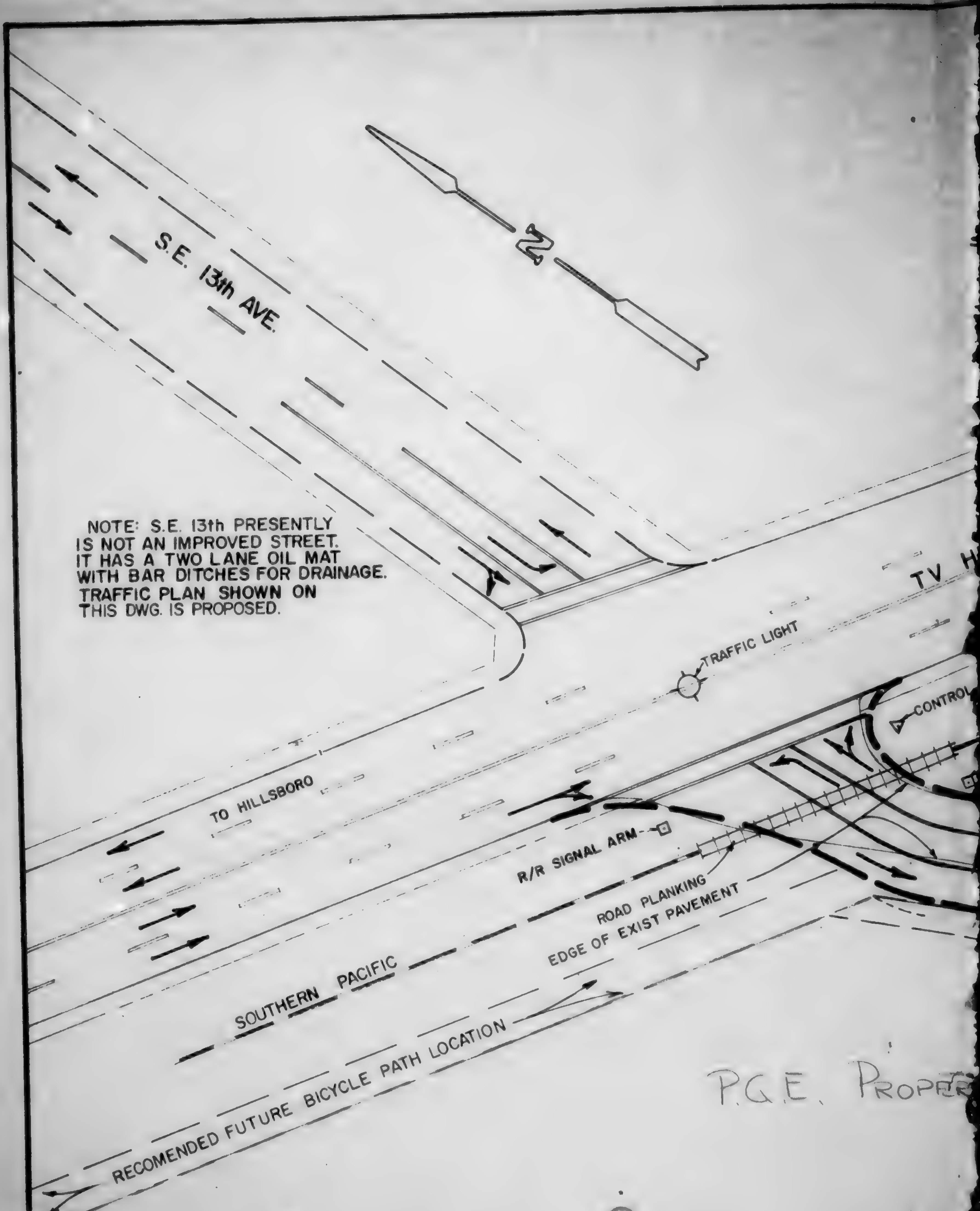
Ken Rolfe of the Right of Way Division contacted me regarding the above mentioned property and he will assist me to insure compliance with Federal regulations.

If I can be of any service or if you have questions please do not hesitate to call.

Sincerely

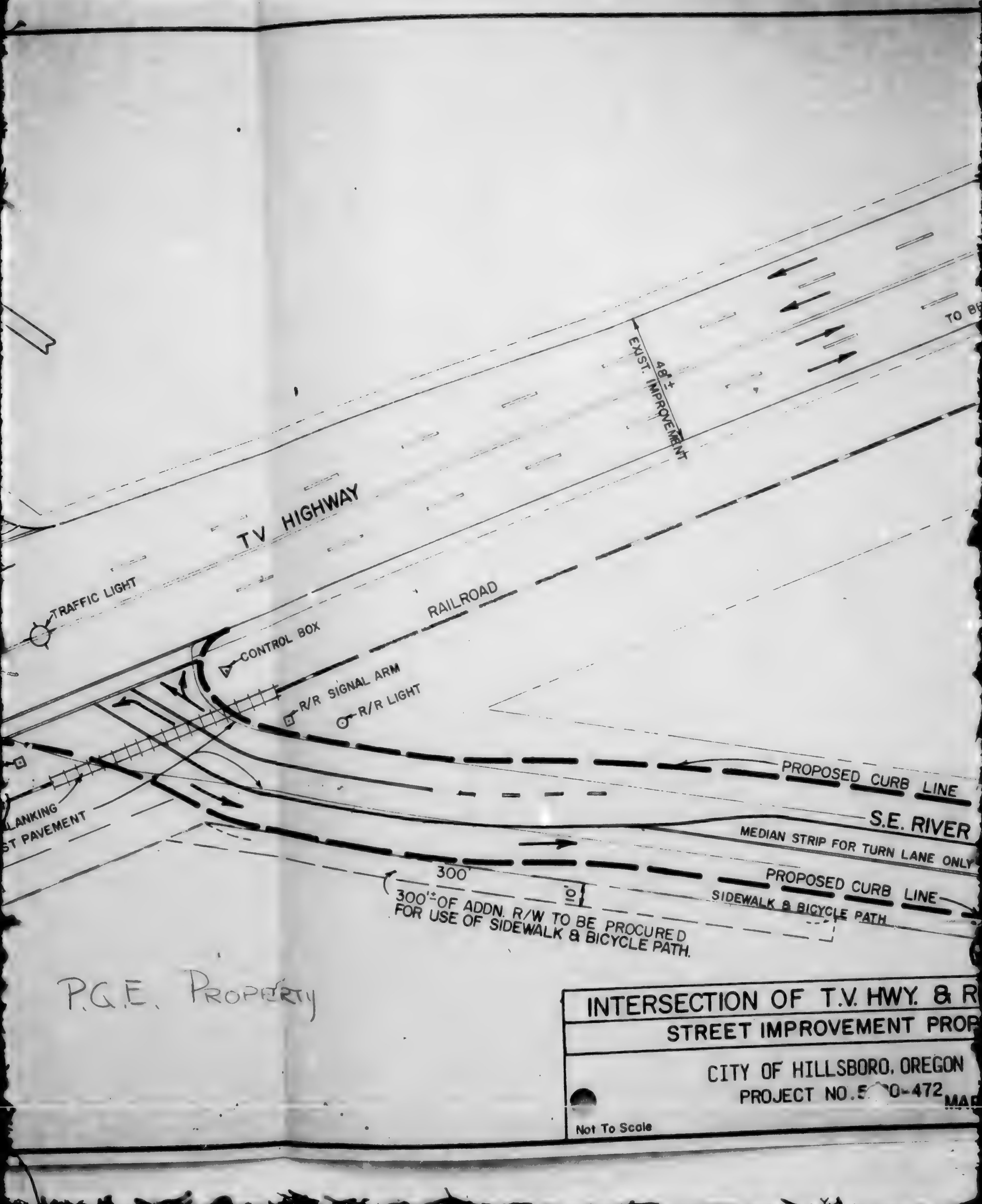
John M Godsey Jr
John M. Godsey Jr.
Assistant City Engineer

tr



NOTE: S.E. 13th PRESENTLY IS NOT AN IMPROVED STREET. IT HAS A TWO LANE OIL MAT WITH BAR DITCHES FOR DRAINAGE. TRAFFIC PLAN SHOWN ON THIS DWG. IS PROPOSED.

S.E. 13th AVE.
N
TV H
TRAFFIC LIGHT
CONTROL
TO HILLSBORO
R/R SIGNAL ARM
ROAD PLANKING
EDGE OF EXIST PAVEMENT
SOUTHERN PACIFIC
RECOMENDED FUTURE BICYCLE PATH LOCATION
P.G.E. PROPER

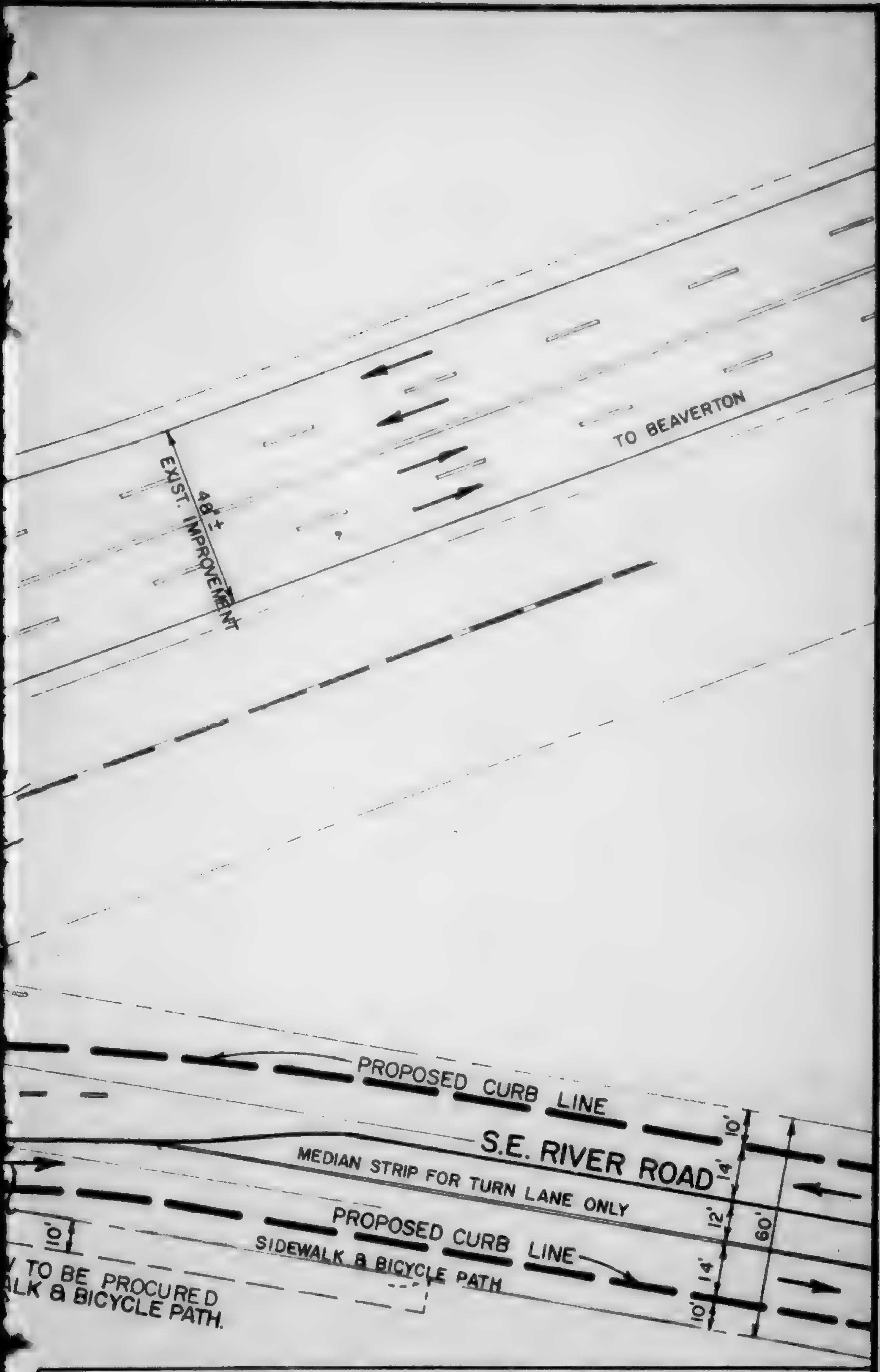

TV HIGHWAY
48'±
EXIST. IMPROVEMENT
TO B
TRAFFIC LIGHT
RAILROAD
CONTROL BOX
R/R SIGNAL ARM
R/R LIGHT
LANKING
ST PAVEMENT
PROPOSED CURB LINE
S.E. RIVER
MEDIAN STRIP FOR TURN LANE ONLY
300'
10'
PROPOSED CURB LINE
SIDEWALK & BICYCLE PATH
300'± OF ADDN. R/W TO BE PROCURED
FOR USE OF SIDEWALK & BICYCLE PATH.
P.G.E. Property

INTERSECTION OF T.V. HWY. & R

STREET IMPROVEMENT PROP

CITY OF HILLSBORO, OREGON
PROJECT NO.5[illegible]0-472 MA

Not To Scale



TO BEAVERTON
48' ±
EXIST. IMPROVEMENT
PROPOSED CURB LINE
S.E. RIVER ROAD
MEDIAN STRIP FOR TURN LANE ONLY
PROPOSED CURB LINE
SIDEWALK & BICYCLE PATH
10'
14'
12'
14'
10'
60'
10'
Y TO BE PROCURED
ALK & BICYCLE PATH.

INTERSECTION OF T.V. HWY. & RIVER ROAD

STREET IMPROVEMENT PROPOSAL

CITY OF HILLSBORO, OREGON
PROJECT NO. 5[illegible]0-472
MAP NO. IV - 7

Not To Scale

Form FHWA 121 (Rev. 5-73)

8577

UNITED STATES GOVERNME

Memorandum

DEPA MENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 12, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon M-0017(1)
Tualatin Valley Highway at SCL Hillsboro
SE Minter Bridge Road
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's May 30 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus

G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)

RECEIVED
STATE HWY
JUN 13 '75
REFER TO
Orig - [illegible]
FOR
Act ✓

OJECT RIGHT-OF-WAY ACQUISITION NOTIFICATION

The following project has been requested by a local government agency. This project will involve Federal Aid Highway Funds and the acquisition of right-of-way.

Section: Tualatin Valley Highway-East City Limits

S. E. River Road, FAU 0005

Project Federal Aid Number: M-0005(-)

Applicant: City of Hillsboro

Contact: Dick Bancroft, City Engineer

Federal Aid Funds: FAS____ FAUS XX Other____

Date Project Approved by Trans. Comm.: 3/31/75

State to: ___ Review applicant's right-of-way acquisition program, or

___ Acquire right-of-way in behalf of applicant, or

X Not determined (contact applicant)

Remarks: Original project application indicated no additional right-of-way required; however, subsequent field survey and design reveals that an additional 10 ft. by 200 ft. right-of-way strip is necessary.

NOTE: See project agreement regarding right-of-way acquisition.

Unrein

Richard Unrein

Richard Unrein, Urban Engineer
County-City Unit

June 11, 1975
Date

cc: Right-of-Way Engineer
Region 1 Engineer
Region 1 Federal Aid Engineer
Region 1 Right-of-Way Supervisor
FHWA Right-of-Way Officer
D. E. Swan

☑ ENGR. ☐ ASST. ☐ OE ☒ AE ■ UE
☑ UPE ☒ CE ☑ RE ☐ RPE ☐

2/18/75

8377 73

[illegible] 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 11, 1975

In reply refer to: 1011DA.1

SUBJECT: Oregon Project M-0005(1)
Tualatin Highway to ECL Hillsboro
S. E. River Road, Washington County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment which was submitted with Mr. Rulien's May 30, 1975 letter has been reviewed. We concur that this project constitutes a non-major action.

William A. Kappen
for G. L. Green

cc:
OSHD (G Potter)
OSHD (C Laux)

6-13-75
ORIGINAL TO
L. W. Rulien

RECEIVED
STATE HWY ENGR
JUN 12 '75
REFER TO Hunter
FOR
Info Inves R/D D/R Sign Act File ✓
cyaej

RECEIVED
JUN 12 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Fau

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: LOC 17

Region 1 - Milwaukie

June 5, 1975

FROM: D. R. ADAMS
Regional Construction Engineer

TO: MEMO TO THE FILE

SUBJECT: Tualatin Highway-E. City Limits Hillsboro
SE River Road & Tualatin Valley Highway
S. City Limits Hillsboro -
SE Minter Bridge Road
Washington County

On June 4 I talked to John Godsey, Assistant City Engineer, City of Hillsboro regarding the development of the subject project.

Willard Scofield has been in contact with him on several occasions and is assisting in the development of the design details to be submitted with their location work.

There is some right of way that needs to be acquired on River Road in the southwesterly side in the vicinity of the railroad. This parcel will be approximately 10 feet deep by 200 feet long. The City is now in the process of working with PGE to acquire this property. In addition I have asked Mr. Godsey to reaffirm that the construction can take place at the right of way line without securing a construction easement. Mr. Godsey was advised that the City Engineer Dick Bancroft and Willard Scofield had discussed this problem and that the City felt that the work could be accomplished without easements. I advised Mr. Godsey that we could not authorize construction work on other peoples property without an easement. I have arranged to have Mr. Ken Rolfe, Right of Way Supervisor, contact the City of Hillsboro and discuss acquisition of the needed right of way near the railroad and the need for construction easements.

We also discussed the need to document public participation to satisfy certain Action Plan requirements. There has been considerable public involvement in this project since it has been in the development for over a year and was originally to be financed through assessment of the adjacent property owners. Mr. Godsey advised that he will submit such documentation with the location data.

At this time the city expects to have their location work completed on June 20 and ready for submittal to the State at that time.

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY JUN - 9 1975	FAK	Don H.
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

DRA/b
cc: L. W. Rulien
J. H. Versteeg
L. E. George
Ken Rolfe
Willard Scofield

6/11/75
Copies To: Bue Swan
Gary Potter

May 5, 1975

City of Hillsboro
City Hall
Hillsboro, OR 97123

Attention: J. W. Davies
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5271

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Tualatin Valley Highway-East City Limits (Hillsboro) Section of S.E. River Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

8377

13

May 5, 1975

City of Hillsboro
City Hall
Hillsboro, OR 97123

Attention: J. W. Davies
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5290

Gentlemen:

Attached for your records is a fully executed copy of an urban system project agreement covering the Tualatin Valley Highway-South City Limits (Hillsboro) Section of S. E. Minter Bridge Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

FAU
Hillsboro

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
April 30, 1975

FILE: INT 5-1

FROM: D. R. ADAMS D. R. Adams
Regional Construction Engineer

SUBJECT: River Road Project
Minter Bridge Road Project

TO: D. N. HARWELL
County-City Engineer

Here are the two agreements covering Urban System Projects on roads in Hillsboro. These have been signed by the appropriate City officials as authorized by City Resolution 8.58 4.75, a copy of which is attached. In order to expedite matters the City has also submitted a check in the amount of $3,300.00 as its share of the matching funds and that check is also attached.

The City's transmittal letter indicates some ill-feeling because of our denial of their request to perform construction engineering, but our position we felt was far from arbitrary as charged. With no trained or certified inspection personnel, no city-owned test equipment at this time and no previous experience in administering FHWA projects we could not in good conscience approve such a request. We would hope this can be processed with all reasonable haste to avoid any hint of laxity on our part.

4/30/75 called Jon [illegible]
and told him [illegible]
was clear for him to
write Letter to City
authorizing P.E. [illegible]

~~JR/b~~
att

RECEIVED
COUNTY & CITY SECTION
APR 30 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☑ CE ☑ RE ☐ RPE ☐

RECEIVED
OSHD FINANCE BRANCH
Check # 3693 Amt. $3300.00
By CE Date 4-30-75
For Hillsboro

FAU Projects:
$2750 for FAU 0005, River Rd
550 " FAU 0017, Minter Bridge Rd

Jan

CITY OF HILLSBORO • 205 S.E. SECOND AVE. • 648-0821 • HILLSBORO, OREGON 97123

April 25, 1975

Jon Rose
Federal Aid Engineer
Oregon State Highway Division
9200 SE McLoughlin Blvd.
Milwaukie, OR 97222

Re: River Road - Minter Bridge Road

Dear Mr. Rose

Enclosed for your execution are the contract agreements for the above Urban System Projects. Our check in the amount of $3,300.00 will follow shortly.

We wish it known that we are signing these agreements under protest as we feel that the Highway Division is being arbitrarily dictatorial in this matter. We certainly hope that the O.S.H.D. and F.H.W.A. will review their procedures so that local agencies may take an active part in local projects.

Please proceed immediately with the project.

Sincerely

R.E. Bancroft

R.E. Bancroft, P.E.
City Engineer

tr

RECEIVED
COUNTY & CITY SECTION
APR 30 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

RESOLUTION NO. 858-4-75

A RESOLUTION AUTHORIZING THE EXECUTION OF AN AGREEMENT BETWEEN THE CITY OF HILLSBORO AND THE OREGON DEPARTMENT OF TRANSPORTATION FOR THE IMPROVEMENT OF S.E. RIVER ROAD AND S.E. MINTER BRIDGE ROAD AND REPEALING RESOLUTION NO. 856-4-75.

WHEREAS, Resolution No. 843 approved on the fourth day of February, 1975 authorized the application for funds provided by the Federal Aid Highway Act of 1973 to improve certain streets, and

WHEREAS, the applications for the improvement of S.E. River Road and S.E. Minter Bridge Road have been approved, and,

WHEREAS, in order to accomplish projects of this type, the State and City propose to enter into cooperative agreements.

NOW, THEREFORE, BE IT RESOLVED BY the City Council of the City of Hillsboro, that the City of Hillsboro accept the terms and conditions of the cooperative agreements as proposed by the State and that the Mayor and Recorder be and hereby are authorized to execute said agreements for and on behalf of the City of Hillsboro.

BE IT FURTHER RESOLVED that Resolution 856-4-75 is hereby repealed.

Introduced and passed by the City Council this 25th day of April, 1975.

CITY OF HILLSBORO

Mayor

Recorder

RECEIVED
COUNTY & CITY SECTION
APR 30 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

1-8377

E.S. Hunter

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3090

GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 25, 1975

NOTED
E. S. HUNTER

Dick Bancroft
City Engineer
City of Hillsboro
Hillsboro, OR 97123

Re: SE Minter Bridge Road and
River Road Construction Projects

This is to confirm our telephone conversation of April 24 concerning the construction engineering on the subject projects.

We reviewed briefly the key difficulties in having the City administer the construction on these projects. These were the same areas of concern discussed at our meeting April 22. The main difficulties evolve around the inspection and documentation requirements for Federal Aid work; specifically the fact that the City does not have state certified inspectors, testing equipment, or men experienced in administering a Federal Aid highway construction project. At our April 22 meeting it was felt there might be a way to overcome these deficiencies to meet our requirements for contract administration. However, upon further consideration it becomes obvious that there are too many areas of uncertainty and too many things in question to pursue a contract wherein the City would act as Resident Engineer. Given more time to work with the City we can help develop City personnel certified to inspect highway work and capable of handling the documentation of such work.

Another point to consider in the advancement of the projects to contract is the time constraint affecting the jobs. At this time it appears possible to meet the deadline imposed by CRAG if the City executes the agreement submitted by the State under date of April 15. If, on the other hand, a agreement for preliminary engineering has to be drafted, as was discussed on

RECEIVED
APR 28 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

E-123

April 22, a delay of two weeks will be experienced. Both the above time frames are optimum and either of them could be delayed an additional two weeks just in the plan preparation in our Salem office. Any questions which might arise from the Salem headquarters because of an effort to have the City as Resident Engineer would result in additional delay.

Both the above two factors influence our recommendation against City administration of these projects. Principally it is because the City lacks personnel trained and experienced in Federal Aid highway construction that we will not recommend approval of City administration at this time. I feel that benefits will be derived from this delay in that more time will be available for the proper training of City personnel to inspect work in the future and the deadline established by CRAG will be more closely met.

Before Federal money may be spent on preliminary engineering it is necessary to have the agreements signed, we must have Federal approval to begin the work and the City must have submitted its advance deposit as set forth in Section I, Paragraph 4 of the pending agreements. The City's 11% would be $2,750 for the River Road project and $550 for the Minter Bridge Road project, computed from the City's estimate of engineering costs.

If you will execute the agreements sent to you under cover of April 15 and submit those agreements along with a deposit for the preliminary engineering we will expedite the processing of that agreement to rush approval of the preliminary engineering so that you can resume preliminary engineering and complete it as soon as possible.

D. R. ADAMS
Regional
Construction Engineer

DRA/b
bcc E. S. Hunter
C. T. Keasey
G. N. Hopkins

7.5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
April 23, 1975

FILE: INT 5

FROM: D. R. ADAMS
Regional Construction Engineer

SUBJECT: City of Hillsboro
Engineering Agreements

TO: G. N. HOPKINS
Program Development Engineer

NOTED
E. S. HUNTER

Region 1 is in the process of negotiating with the City of Hillsboro regarding the phases of engineering work to be performed by the State and the City on the River Road and Minter Bridge Road FAU projects.

The City Engineer, Dick Bancroft, is quite firm in his desire to do the construction engineering work. After outlining the inspection and documentation requirements they were still certain of their ability to perform. While I am not so certain, the many problems we face such as inspector certification, record keeping, lack of familiarity with our standards do not appear to be insurmountable. We have therefore agreed to pursue the idea of making the City the Resident Engineer on the project with some close assistance from our people. Details of this close assistance have to be worked out and at this time might slow the job for considerable time.

To minimize this problem and to expedite the project to meet the CRAG time table, we are proposing to have two agreements prepared - one to cover preliminary engineering and the certification of utility clearance and the second to cover the remainder of the work. This will give the City the financing to finish the PE which will take about four weeks. During that time we can work out the details of staffing, training, etc. so that a proper agreement may be written to cover construction engineering.

Please prepare an agreement for preliminary engineering as soon as possible. Preliminary engineering work by the City has been approved by the FHWA.

NOTED
E. S. HUNTER

DRA/b
cc E. S. Hunter ✓
J. H. Versteeg

RECEIVED
APR 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Transaction number 4-87 and 4-88

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-16-75

BY (Signature): L. W. Rulien's April 11, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 28 THRU 29

OTHER IDENTIFICATION AND/OR REMARKS (State)

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	Location	Work
8	M-0005(1)	1.12	970,000	756,600	Tualatin Valley Highway East City Limits (Hillsboro) Section Washington County State of Oregon	Preliminary Engineering Grade, drain, high type pavement, sign and traffic signals.
29	M-0017(1)	0.3	205,000	159,900	Tualatin Valley Highway South City Limits (Hillsboro) Section Washington County State of Oregon	Preliminary engineering grade, drain and pave.

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval including utility preparatory work.

RECEIVED
COUNTY & CITY SECTION
APR 18 1975
☑ ENGR. ☐ COOR. ☑ DE ☐ AE ■ UE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

H

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-16-75	G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

Budget Bureau No. 41-R2067;

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO. 4-87

DATE SUBMITTED TO W.O. APR 16 1975

4-10-75

CARD 2	REPORT NUMBER (19) (20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 City St. Jct. St. Rt. 8 (Hillsboro) S.E. 1.12 mi.	ADT	PRESENT 3,800	FUTURE (66) (70) 9,500	YEAR (71) (72) 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 P.E. Gr., Dr., H.T. pave, sign & Traff. sig.	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73) A-1	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23 M-	NUMBER 7 0005

CARD 4	CLASS OF FEDERAL FUNDS Urban Sytem		COUNTY NAME Washington			CODE (14) (16) 067
	NAME OF URBAN AREA 17-21 Portland	527	ROUTE NO. U	FEDERAL-AID (32) 0005	STATE (36) (37) City St.	U.S. (41) - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	10			1	**PE**	3	City St. Jct. St. Rt. 8 (Hillsboro) S.E. 1.12 mi.	1.12	25,000	19,500	2,750	2,750 (City)
5					**ROW**							
5	30			3	**CONST** (CODE) 6201 Y031	3	"Tualatin Valley Hwy. -E. City Limits (Hillsboro) Section"	1.12	945,000	737,100	103,950	103,950 (City)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1,12	970,000	756,600	106,700	106,700
1	14	PROGRAM APPROVAL DATES APR 16 1975			(19) (23)	(24) (33)	REMARKS	

FHWA [illegible] DIVISION

87

Budget Bureau No. 41-R2067; Approval Expires February 28, 196

FORM PR-1
(REV. 4-61)

4-10-75

FEDERAL-AID PROGRAM DATA
(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ct. St. Rt. 8 (Hillsboro) S.E. 1.12 mi.		3,800	9,500	95	10	Oregon	41	W36	28

typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
sign & sig.						A1		M-	0005	(1)	

an Sytem

tland 027

COUNTY NAME	CODE
Washington	067

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	0005	City St.	- -

PROGRAM STAGE ☐ 1 OR ☒ 2

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
3	City St. Jct. St. Rt. 8 (H·llsboro) S.E. 1.12 mi.	1.12	25,000	19,500	2,750	2,750 (City)	P.E. all phases incl. PS & E preparation. Gr., Dr., H.T. pave, signs. To provide 40' curbs to curb roadway for 2-12' travel lanes with left turn lane, sidewalk/ bikeway, landscaping & traffic signal.
3	"Tualatin Valley Hwy. -E. City Limits (Hillsboro) Section"	1.12	945,000	737,100	103,950	103,950 (City)	Railroad Protective Service & Utility adjustments required incl. prep. work. ROW - 60 normal; Access Control - Partial; Parking Restrictions - Complete
	PROJECT TOTALS	1,12	970,000	756,600	106,700	106,700	

REMARKS

-over-

USCOMM DUSCOMM-DC 46908-P61

TUALATIN VALLEY HWY.-E. CITY LIMITS (HILLSBORO) SECTION

PROJECT NO. M-0005(1)

Existing Facility: 18 to 20-foot oiled surface with 6-foot shoulders.

Adjacent Sections:

N.W. End - - - Junction with the Tualatin Valley Highway.

S.E. End - - - 20-foot oiled surface roadway with 6-foot shoulders.

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering.

(2) Grade, drain and H.T. pavement to provide for a 40-foot curb to curb roadway section for two 12-foot travel lanes with a continuous left turn lane, 10-foot sidewalk/bikeway on the south side and 5-foot sidewalk on the north side, necessary landscaping and installation of traffic signal at the intersection of S.E. River Road and S.E. Minter Bridge Road.

Note: Portions of the preliminary engineering will be accomplished by City of Hillsboro forces with required supervision and contracting by State Forces.

Airports, Water Developments, Historical and Recreational Areas: None involved

System Action: Interim Urban System approved by FHWA March 3, 1975.

Railroad Data:

Name of Railroad - - - - - - - Southern Pacific Transportation Co.
Number of Tracks - - - - - - - 1 (mainline)
Number of Trains - - - - - - - 6 per day
No. of Hi-speed Trains - - - - None
Existing Protection- - - - - - Flashing Lights and drop arm gates

Proposed Protection - - - - - - Flashing
drop ar

Railroad Benefits - - - - - - - None

Additional Right of Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - - - None req
provisi

(b) Location/Design - - - - - Not a fa
of this

IM 50-1-70 Requirements: Exempt from State and D
Clearinghouse Approvals under working agreements
and October 26, 1970 respectively.

FHPM 7-7-2 Requirements: Type of Action classif
submitted under separate action.

Urban Transportation Planning (PPM 50-9): Not ap
will not result in an alteration of land use or t
that would require a significant change in plann
underway.

Date for PR-371

Preliminary Engineering - - - Field Wor
PS & E Preparatio

Type Code 6201 - - - - - - - - - - - - - $892,000
Type Code Y031 - - - - - - - - - - - - - 53,000

Note: This project is in Congressional District

TUALATIN VALLEY HWY.-E. CITY LIMITS (HILLSBORO) SECTION

PROJECT NO. M-0005(1)

oiled surface with 6-foot shoulders.

with the Tualatin Valley Highway.

oiled surface roadway with 6-foot
s.

roject consists of the following:

liminary engineering.

H.T. pavement to provide for a 40-foot
ection for two 12-foot travel lanes with a
ane, 10-foot sidewalk/bikeway on the
sidewalk on the north side, necessary
lation of traffic signal at the inter-
Road and S.E. Minter Bridge Road.

ry engineering will be accomplished by
equired supervision and contracting by

istorical and Recreational Areas: None

System approved by FHWA March 3, 1975.

- - - - - Southern Pacific Transportation Co.
- - - - - 1 (mainline)
- - - - - 6 per day
s - - - - None
- - - - - Flashing Lights and drop arm gates

Proposed Protection - - - - - - Flashing Lights and drop arm gates

Railroad Benefits - - - - - - - None

Additional Right of Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - - - None required under the provisions of Para. 6c.

(b) Location/Design - - - - - Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse Approvals under working agreements dated April 28, 1970 and October 26, 1970 respectively.

FHPM 7-7-2 Requirements: Type of Action classification will be submitted under separate action.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Date for PR-371

Preliminary Engineering - - - Field Work - - - $20,000
PS & E Preparation - - - 5,000

Type Code 6201 - - - - - - - - - - - - - $892,000
Type Code Y031 - - - - - - - - - - - - - 53,000

Note: This project is in Congressional District No. 1.

jan

PRO 6-2

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Robert W. Straub
XXXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 11, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission

RECEIVED
COUNTY & CITY SECTION
1 1975
☑ ENGR. ☐ [illegible] ☑ OE ☐ AE ■ UE
☑ UPE (✓) CE ☐ RE ☒ RPE ☐

We are submitting program data for two Urban System projects Item No. 28, Project No. M-0005(1), "Tualatin Valley Hwy.-E. City Limits (Hillsboro) Section", and Item No. 29, Project No. M-0017(1), "Tualatin Valley Hwy.-S. City Limits (Hillsboro) Section"; which we desire to have included in the Federal-Aid Urban System Highway Program.

These projects have been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We further request, concurrent with approval of the programs, authorization to proceed with all phases of the preliminary engineering by City of Hillsboro and State forces necessary to prepare PS & E documents.

Encl.

Budget Bureau No. 41-R2067; A
U.S. D

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 4-10-75

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) City St. Jct. St. Rt. 8 (Hillsboro) S.E. 1.12 mi. 21 65	ADT	PRESENT 3,800 (66)	FUTURE 9,500 (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E. Gr., Dr., H.T. pave, sign & Traff. sig. 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) M- 14 23	NUMBER 0005 7

CARD 4	CLASS OF FEDERAL FUNDS Urban Sytem	COUNTY NAME Washington				CODE 067 (14)
	NAME OF URBAN AREA Portland 17-31	ROUTE NO. U	FEDERAL-AID 0005 (32)	STATE City St. (36)	U.S. - - (37)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		City St. Jct. St. Rt. 8 (Hillsboro) S.E. 1.12 mi.	1.12	25,000	19,500	2,750	2,750 (City)
5					**ROW**							
5					**CONST** (CODE) 6201 Y031		"Tualatin Valley Hwy. -E. City Limits (Hillsboro) Section"	1.12	945,000	737,100	103,950	103,950 (City)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	1,12	970,000 (16) (23)	756,600 (24) (33)	106,700	106,700
1	14	PROGRAM APPROVAL DATES					REMARKS	

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☐ UPE ☐ CE ☐ ☐ RPE

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

4-10-75

(45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
St. Rt. 8 (Hillsboro) S.E. 1.12 mi.	**ADT**	3,800	9,500	95	10	Oregon	41	W36	28

	NATL. FOREST	FH ROUTE NO.	SUPV. AGCY.	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
n & g.								M-	0005	(1)	

Sytem

COUNTY NAME: Washington CODE: 067

nd

ROUTE NO.: U FEDERAL-AID: 0005 STATE: City St. U.S.: - -

PROGRAM STAGE: ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
City St. Jct. St. Rt. 8 (Hillsboro) S.E. 1.12 mi.	1.12	25,000	19,500	2,750	2,750 (City)	P.E. all phases incl. PS & E preparation. Gr., Dr., H.T. pave, signs. To provide 40' curbs to curb roadway for 2-12' travel lanes with left turn lane, sidewalk/ bikeway, landscaping & traffic signal.
						Railroad Protective Service & Utility adjustments required incl. prep. work.
"Tualatin Valley Hwy. -E. City Limits (Hillsboro) Section"	1.12	945,000	737,100	103,950	103,950 (City)	ROW - 60 normal; Access Control - Partial;
PROJECT TOTALS	1.12	970,000	756,600	106,700	106,700	Parking Restrictions - Complete

REMARKS

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-over-

USCOMM DUSCOMM-DC 48905-P61

TUALATIN VALLEY HWY.-E. CITY LIMITS (HILLSBORO) SECTION

PROJECT NO. M-0005(1)

Existing Facility: 18 to 20-foot oiled surface with 6-foot shoulders.

Adjacent Sections:

N.W. End - - - Junction with the Tualatin Valley Highway.

S.E. End - - - 20-foot oiled surface roadway with 6-foot shoulders.

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering.

(2) Grade, drain and H.T. pavement to provide for a 40-foot curb to curb roadway section for two 12-foot travel lanes with a continuous left turn lane, 10-foot sidewalk/bikeway on the south side and 5-foot sidewalk on the north side, necessary landscaping and installation of traffic signal at the intersection of S.E. River Road and S.E. Minter Bridge Road.

Note: Portions of the preliminary engineering will be accomplished by City of Hillsboro forces with required supervision and contracting by State Forces.

Airports, Water Developments, Historical and Recreational Areas: None involved

System Action: Interim Urban System approved by FHWA March 3, 1975.

Railroad Data:

Name of Railroad - - - - - - - Southern Pacific Transportation Co.
Number of Tracks - - - - - - - 1 (mainline)
Number of Trains - - - - - - - 6 per day
No. of Hi-speed Trains - - - - None
Existing Protection- - - - - - Flashing Lights and drop arm gates

Proposed Protection - - - - - - Fla
dr

Railroad Benefits - - - - - - - Non

Additional Right of Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - - - Non
pro

(b) Location/Design - - - - - Not
of

IM 50-1-70 Requirements: Exempt from State
Clearinghouse Approvals under working agreem
and October 26, 1970 respectively.

FHPM 7-7-2 Requirements: Type of Action cla
submitted under separate action.

Urban Transportation Planning (PPM 50-9): N
will not result in an alteration of land us
that would require a significant change in
underway.

Date for PR-371

Preliminary Engineering - - - Fie
PS & E Prepa

Type Code 6201 - - - - - - - - - - - - - $892,
Type Code Y031 - - - - - - - - - - - - - 53,

Note: This project is in Congressional Dis

TUALATIN VALLEY HWY.-E. CITY LIMITS (HILLSBORO) SECTION

PROJECT NO. M-0005(1)

oot oiled surface with 6-foot shoulders.

on with the Tualatin Valley Highway.

t oiled surface roadway with 6-foot
ders.

project consists of the following:

reliminary engineering.

d H.T. pavement to provide for a 40-foot
section for two 12-foot travel lanes with a
lane, 10-foot sidewalk/bikeway on the
t sidewalk on the north side, necessary
tallation of traffic signal at the inter-
r Road and S.E. Minter Bridge Road.

nary engineering will be accomplished by
required supervision and contracting by

Historical and Recreational Areas: None

n System approved by FHWA March 3, 1975.

- - - - - - Southern Pacific Transportation Co.
- - - - - - 1 (mainline)
- - - - - - 6 per day
ins - - - - None
- - - - - - Flashing Lights and drop arm gates

Proposed Protection - - - - - - Flashing Lights and drop arm gates

Railroad Benefits - - - - - - - None

Additional Right of Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - - - None required under the provisions of Para. 6c.

(b) Location/Design - - - - - Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse Approvals under working agreements dated April 28, 1970 and October 26, 1970 respectively.

FHPM 7-7-2 Requirements: Type of Action classification will be submitted under separate action.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patter that would require a significant change in planning completed or underway.

Date for PR-371

Preliminary Engineering - - - Field Work - - - $20,000
PS & E Preparation - - - 5,000

Type Code 6201 - - - - - - - - - - - - - $892,000
Type Code Y031 - - - - - - - - - - - - - 53,000

Note: This project is in Congressional District No. 1.

SALEM, OREGON

April 2, 1975

Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

Richard Unrein
Urban Engineer
County & City Unit

Urban System Project Programing Request

CITY: Hillsboro   SECTION: Tualatin Valley Hwy.-E.C.L.
S.E. River Road, FAU 0005
1.12 mile

PROPOSED WORK: All phases of preliminary engineering necessary to prepare project for contracting. Includes City personnel completing preliminary design work and State preparation of final plans and award of contract.

COSTS:	TOTAL	FEDERAL	STATE	CITY
*P.E.	$ 25,000	$ 19,500	$ 2,750	$ 2,750
R/W	—	—	—	—
Const.	(945,000)	(737,100)	(103,950)	(103,950)
TOTAL	$970,000	$756,600	$106,700	$106,700

*Field $20,000   P.S.& E. $5,000

EXISTING FACILITIES: 18 to 22-foot pavement with no shoulders. Two lanes, 60-foot right-of-way.

PROPOSED PROJECT: Provide 40-foot curb-to-curb street section, two lanes with continuous left-turn lane. Provide sidewalk/bikeway, necessary traffic signals, and landscaping.

PROJECT NO.: M-0005(-)   ADDITIONAL R/W: No
SYSTEM ACTION: None required. Interim Urban System app'd. 3/3/75.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

RAILROADS: Southern Pacific AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORIC AND RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: Not required. ROUTE DATA: FAU 0005
STATE CLEARINGHOUSE APPROVAL: Exempt per 4/28/70 working agreement.
DISTRICT 2 CLEARINGHOUSE APPROVAL: Exempt per 10/16/70 working agreement.
HEARING: Not required
ACCESS CONTROL: By city ordinance
PARKING RESTRICTIONS: No parking
ADT: Present——3,800 (1975)
Future——9,500 (1995)

RU:ljt

FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 4

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

March 20, 1975

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

TO: GEORGE HOPKINS
Program Development Engineer

SUBJECT: URBAN SYSTEM PROJECTS
City of Hillsboro

Minter Br. Rd
and
[illegible] Rd.

Here are two requests for Urban System Projects submitted by the City of Hillsboro. CRAG granted tentative approval last Tuesday, March 18, and formal approval ~~is expected~~ was granted March ~~27.~~ 21. [illegible]

Because time is critical, these should be expedited. All necessary information appears to have been submitted, but if anything further is required for prompt processing please advise by telephone and I'll contact the city. ✓

JR/lms
Attachment

RECEIVED
COUNTY & CITY SECTION
MAR 21 1975
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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF HILLSBORO • 205 S.E. SECOND AVE. • 648-0821 • HILLSBORO, OREGON 97123

March 19, 1975

OE RE RME RCE NOTED JON ROSE
TE RECEIVED RSM
UE MAR 19 1975 RSC
SO REGION I RBI
ENV LOC

Jon Rose
Federal Aid Engineer
OSHD Regional Office
9200 SE McLoughlin Blvd.
Milwaukie, OR 97222

Re: F.A.U.S. Applications

Dear Mr. Rose

Attached are copies of our applications for urban system funding for S.E. River Road and S.E. Minter Bridge Road. These projects received preliminary approval yesterday from C.R.A.G. Formal approval is expected March 27th.

The approval of these projects is conditioned upon our having them advertised for bid by June 30th. With this deadline in mind it is necessary to proceed quickly.

Larry Rulein, OSHD, and Dick Arens, FHWA, indicated that this type of project would not require an environmental statement nor an A-95 review because no right of way is required and we are not adding additional travel lanes. They indicated that your office could review this and make a determination by March 27th, so we could immediately process an agreement for the preliminary engineering.

It is our intention to pursue these projects with our own staff. Don Harwell explained that a resume of my staff would be necessary and promised a quick processing.

The preliminary engineering is about 80% complete for these projects, but time is of the essence because of the C.R.A.G. imposed deadline. I'm anxious to get early approval so that the balance of the preliminary work can be federally funded.

Your cooperation in speedily processing these applications will be greatly appreciated.

Sincerely

R.E. Bancroft, P.E.
City Engineer

tr

RECEIVED
COUNTY & CITY SECTION
MAR 21 1975
☑ ENGR. ☐ COOR. ☐ JE ☐ AE ■ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF HILLSBORO
Proposed Urban System Project

Tualatin Valley Highway - East City Limits Section
S.E. River Road, FAU 0005
Grading, Paving, Signal; 1.12 mile; $970,000

This project entails all the necessary work and costs to widen and improve S.E. River Road.

Perform all necessary engineering.

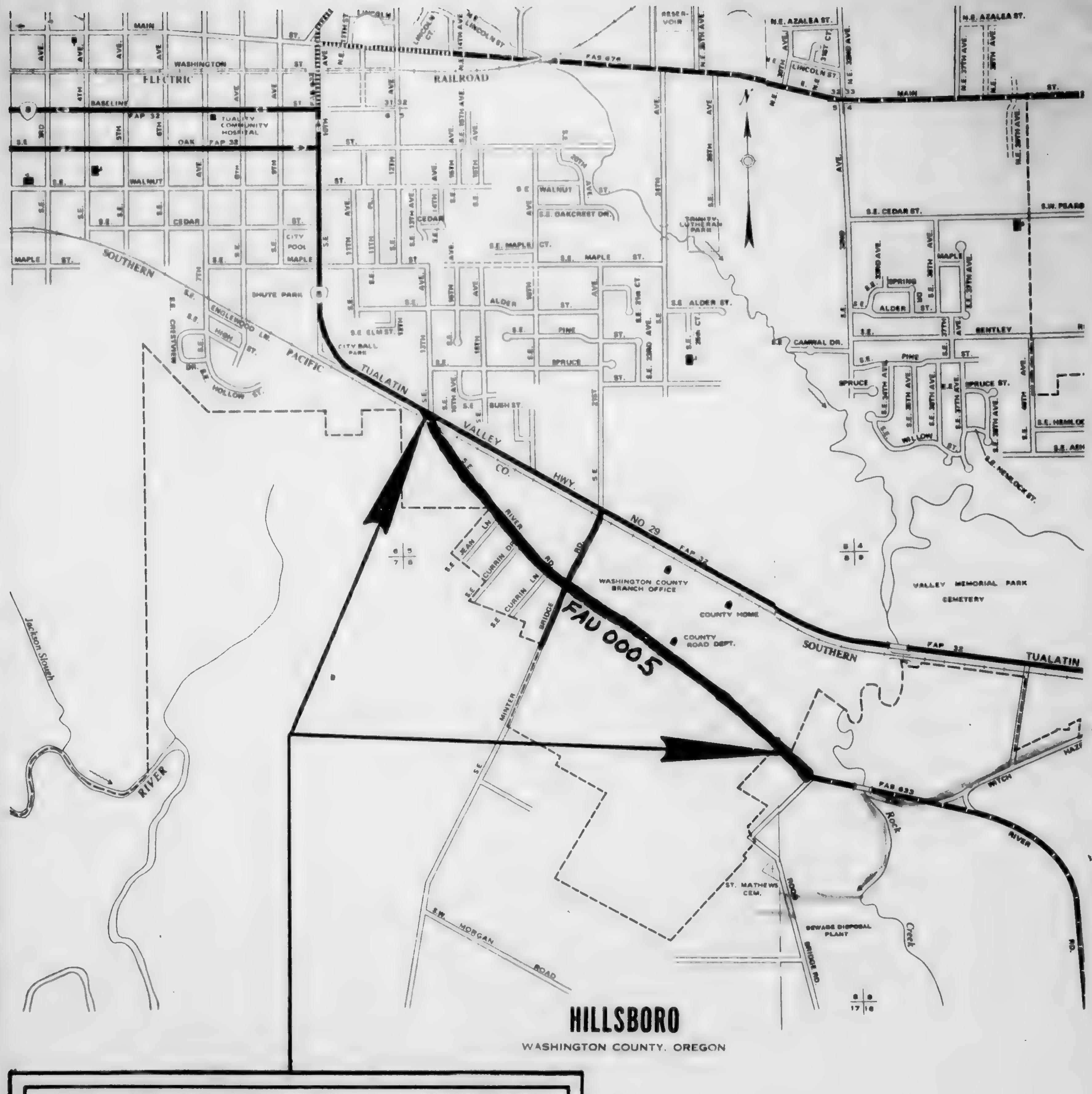
Construct 40-foot curb-to-curb street section.

Provide sidewalk/bikeway.

Provide necessary traffic signals.

Provide landscaping.

75-d
3/31/75


FAU 0005
MAIN
WASHINGTON
ELECTRIC
RAILROAD
BASELINE
FAP 32
OAK
WALNUT
CEDAR
MAPLE
SOUTHERN
PACIFIC
TUALATIN
VALLEY
CO
HWY
NO 29
FAP 676
FAS 633
TUALITY COMMUNITY HOSPITAL
CITY POOL
SHUTE PARK
CITY BALL PARK
WASHINGTON COUNTY BRANCH OFFICE
COUNTY HOME
COUNTY ROAD DEPT.
VALLEY MEMORIAL PARK CEMETERY
ST. MATHEWS CEM.
SEWAGE DISPOSAL PLANT
RIVER
Jackson Slough
Rock
Creek
S.W. MORGAN ROAD
MINTER BRIDGE RD
RIVER RD
S.E. CEDAR ST.
N.E. AZALEA ST.

HILLSBORO
WASHINGTON COUNTY, OREGON

PROPOSED F. A. URBAN
SYSTEM PROJECT

CITY OF HILLSBORO • 205 S.E. SECOND AVE. • 648-0821 • HILLSBORO, OREGON 97123

February 12, 1975

Richard Etherington
Transportation Director - CRAG
527 SW Hall Street
Portland, OR 97201

Re: Federal Urban System Grant Application - 1973 Highway Act

Dear Mr. Etherington

We hereby request the allocation of Federal Urban System funds provided in the 1973 Federal Highway Act for the following project: S.E. River Road (Tualatin Valley Highway, ORE 8, to east City limits).

This street lies in the southeast area of Hillsboro, and present development consists of an oil mat nearly beyond repair. Recently the City of Hillsboro Council adopted a report titled "Interim Report Urban Street System", which classifies this street as an arterial street, and recommends immediate construction scheduling. A copy of the report is enclosed for your review.

The project proposed consists of two travel lanes with a center left turn lane only. A three phase traffic signal is proposed at the intersection of S.E. River Road and S.E. Minter Bridge Road. The total lineal footage of the project is 5930 feet. The estimated cost of this project including engineering is $966,340.97. The traffic ADT is 3100 to 4000. A heavey increase in ADT is expected within the next two to five years as development occurs near this project site.

A report has been prepared for your review of this project. The content of the report includes the following: (1) a physical description of the project, which includes a detailed description of the location, existing improvements, proposed improvement and detailed cost estimate; (2) traffic volumes and patterns; (3) accident records; (4) existing and proposed land use implications; (5) socio-economic considerations; (6) maps illustrating land use, traffic counting points and project location, and photos illustrating the condition of the existing imrovement.

Our City Council has assigned this project priority No. 1.

Sincerely

R.E. Bancroft, P.E.
City Engineer

tr

RESOLUTION NO. 848-2-75

A RESOLUTION OF INTENTION TO SUBMIT APPLICATIONS FOR FEDERAL-AID URBAN SYSTEM FUNDS FOR CERTAIN STREET IMPROVEMENT PROJECTS.

WHEREAS, applications for Fiscal Year 1976 funds provided by the Federal-Aid Highway Act of 1973 are requested to be submitted by February 15, 1975, and the City Council finds that in order to provide for the proper and orderly growth and development of the City that it is necessary and advisable to improve certain streets,

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Hillsboro:

Section 1. That applications for Federal-Aid Urban System funds be prepared and submitted for the following streets and in the following priority:

1. S.E. River Road (from T.V. Highway southeasterly to the City limits)
2. S.E. Minter Bridge Road (from T.V. Highway south to the City limits)
3. S.E. 13th Avenue (from S.E. Maple Street to T.V. Highway)
4. S.E. Maple Street (from S.E. Tenth Avenue to S.E. 13th Avenue)
5. S.E. Maple Street (from S.E. 18th Avenue to S.E. 24th Avenue)
6. S.E. 21st Avenue (from S.E. Maple Street to T.V. Highway)
7. S.E. Oak Street (from S.E. 12th Avenue to S.E. 18th Avenue)
8. S.E. 18th Avenue (from S.E. Oak Street to S.E. Maple Street)

Section 2. That the local share of funding required to complete the projects proposed will be acquired through the assessment of benefited properties.

Introduced and passed by the City Council this fourth day of February, 1975.

CITY OF HILLSBORO, OREGON

Mayor

ATTEST
J.W. Davies, City Recorder

[illegible] ORIGINAL

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date February 12, 1975

Applicant Agency City of Hillsboro, Oregon

Federal Aid System Route No. 0005 Route Name River Road

Project Name S.E. River Road (Highway 8 to east City limits)

Project Length 5930 Project Location (Attached sketch map)

Project Description Remove existing oil mat and construct a 40 foot wide improvement with curbs. Improvement will provide two travel lanes with a center left turn lane. A bicycle-pedestrian sidewalk will be constructed along the south side of the improvement, and a pedestrian sidewalk along the north side. Landscaping in the right-of-way will be provided.

Average Daily Traffic 4000 Design Speed (1) 35 MPH to 45 MPH

Complete Applicable Sections:

I. ROADWAY DATA

(2) 1. Existing Roadway: (Attach sketch)

Width 18' to 22' Travel Lanes two Shoulders none

Medians none Parking

Sidewalks none

Other storm drainage consists of road side ditches

(2) 2. Desired Roadway Cross Section: (Attach sketch)

Width 40 Travel Lanes two Shoulders None

Medians center left turn lane Parking None

Curbed yes Length Curb Radii Minimum 25 feet

Sidewalk/Bikeway 10 feet wide on south side and 5 feet wide on north side

Other (1) Landscaping within the right-of-way

(2) Provide adequate storm drainage

FOOTNOTES (1) This is the existing posted speed limit. A speed study will be conducted after completion of the project. (2) See attached proposed improvement report.

Description of Proposed Roadway Work Install adequate storm drainage, excavate, replace base rock and curbs, pave with asphalt, install sidewalks and landscape within unimproved portion of right-of-way remaining.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Not applicable

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: Traffic signal at intersection of Highway 8 and S.E. River Road

2. Proposed Signalization:

Location Intersection of S.E. River Road and S.E. Minter Bridge Road

Type Econo Lite Controller or equal
Phases three
Type of Suspension overhead arms
Interconnected No
Other Pedestrian crosswalk signal

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? Included in project

4. Permanent Striping:

Include in project or by applicant? Included in project

IV. ILLUMINATION DATA

1. Present Illumination and Location: Illumination to be provided by City

2. Proposed Illumination:

Location See IV-1
Type

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Size
To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? See IV-1

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes Location Near the intersection of River Road and Highway 8

Type of existing crossing Plank
Existing crossing protection Lighted gates and required signing

Name of Railroad Southern Pacific Railroad
Number of tracks: Mainline 1 Siding Total 1
Angle of Intersection 45°
Sight distance: (Direction) west Distance 500 feet
(Direction) east Distance 1000 feet
Number of Trains: Passenger None Speed
Freight 7/24 hour period Speed 25 MPH

2. Will existing railroad crossing be altered? One gate may require a ten foot extension

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections
Relocation of existing utilities to be arranged by City of Hillsboro

(1) 2. Applicant's Estimate of Cost for Requested Project:

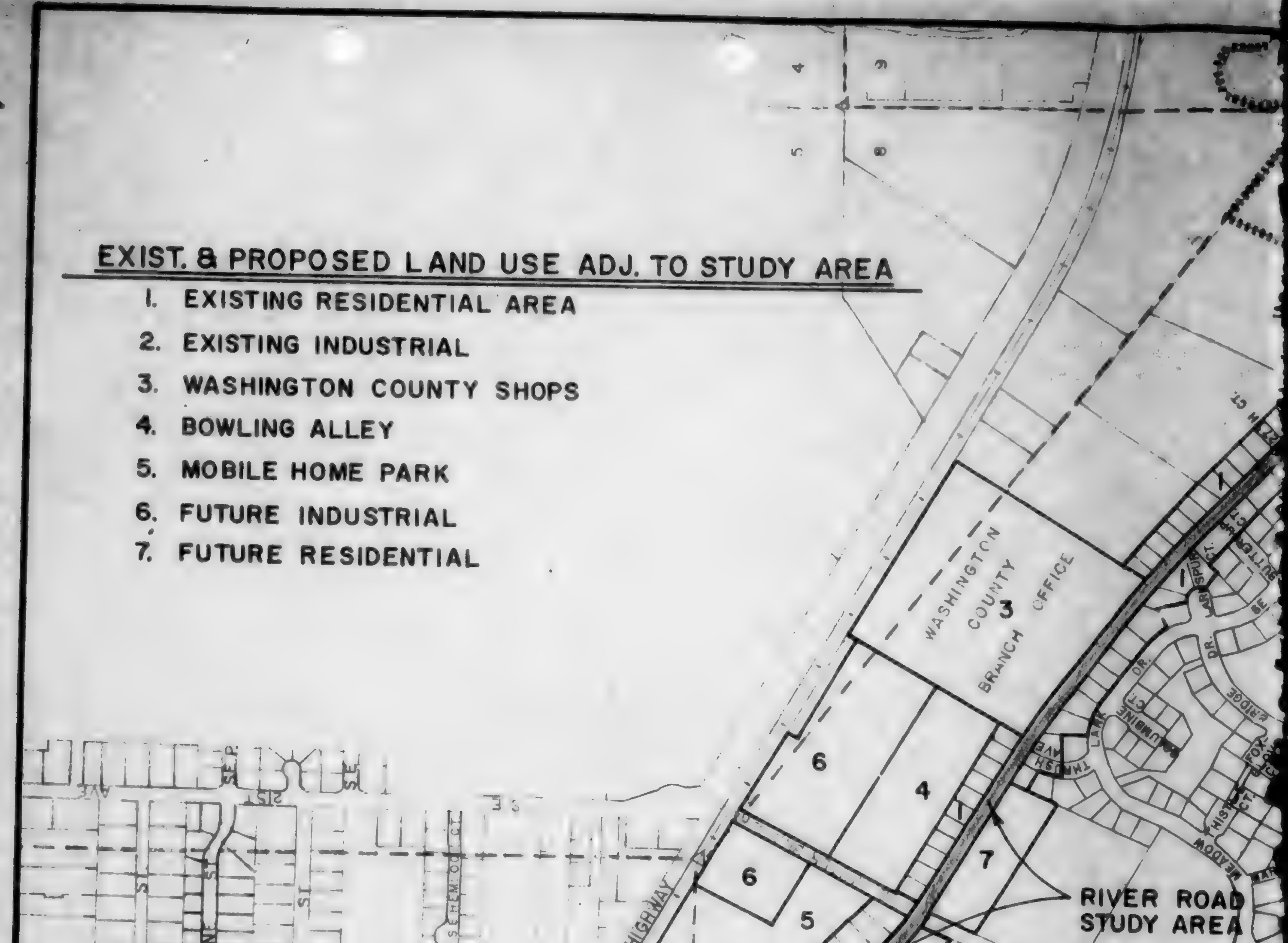
Roadway Work	$788,046.50
Right-of-Way Costs (If participating)	0.00
Traffic Control	52,250.00
Illumination	0.00
Structures	0.00
Railroad	
Other	
Preliminary Engineering	$126,044.47
PROJECT TOTAL	$966,340.97

FOOTNOTES: (1) See proposed improvement report for detailed estimated development costs.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of Hillsboro
By
By

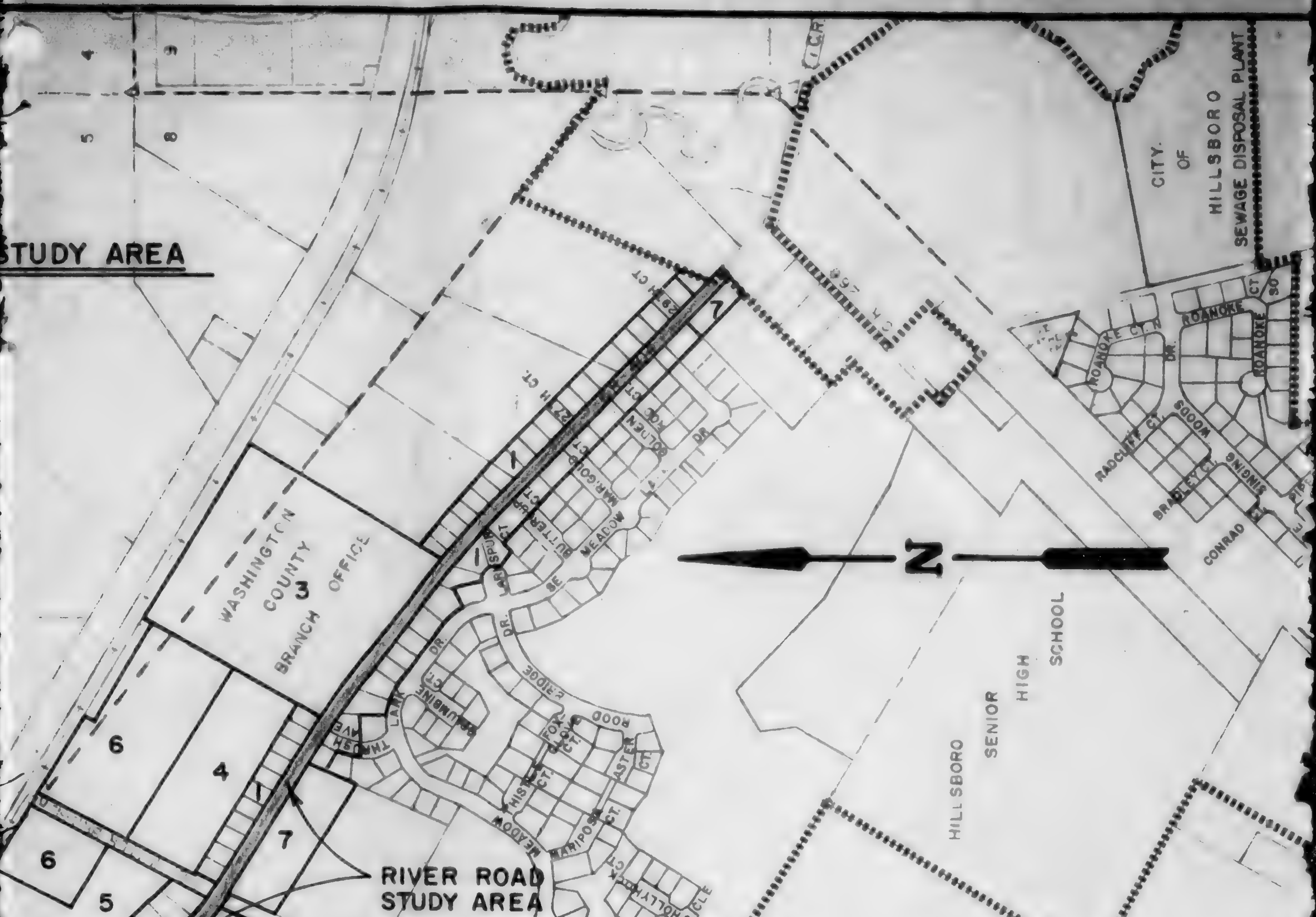
County
By
By
By



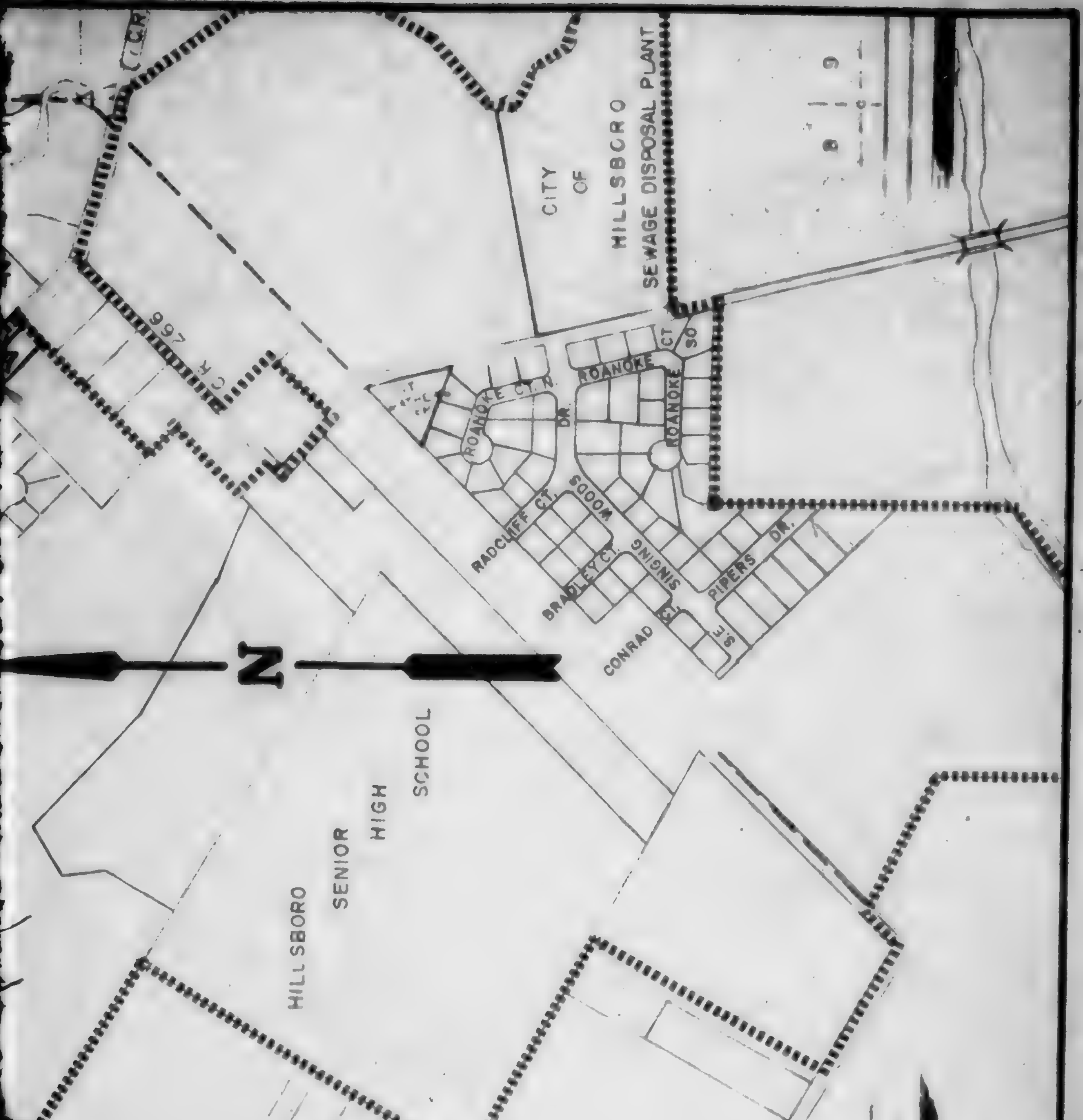
EXIST. & PROPOSED LAND USE ADJ. TO STUDY AREA

1. EXISTING RESIDENTIAL AREA
2. EXISTING INDUSTRIAL
3. WASHINGTON COUNTY SHOPS
4. BOWLING ALLEY
5. MOBILE HOME PARK
6. FUTURE INDUSTRIAL
7. FUTURE RESIDENTIAL

WASHINGTON COUNTY BRANCH OFFICE
3
4
6
6
5
1
1
1
1
1
7
6
2
2
2
6
RIVER ROAD STUDY AREA
TUALATIN VALLEY HIGHWAY
D.L.C. 41
RIVER
JEAN LANE
CURRIN
PINE ST
SPRUCE ST
ALDER
BUSH ST
13TH AVE
15TH AVE
16TH AVE
COLUMBINE CT
LARKSPUR CT
MEADOW
BRIDGE
BUTTERCUP
4
9
5
8
5
8
6
7


STUDY AREA
WASHINGTON COUNTY BRANCH OFFICE
3
6
4
6
5
7
1
RIVER ROAD STUDY AREA
N
HILLSBORO SENIOR HIGH SCHOOL
CITY OF HILLSBORO SEWAGE DISPOSAL PLANT
ROANOKE CT. N
ROANOKE
RADCLIFF CT.
WOODS
BRADLEY CT.
CONRAD CT.
MEADOW
MARIGOLD CT.
LARKSPUR CT.
COLUMBINE CT.
FOXGLOVE CT.
ASTER CT.
MARIPOSA CT.
HOLLYHOCK CT.
LAUREL CT.
TANAGER
CIRCLE
SE CURRIN
SE JEAN LANE
S.W. MORGAN

CITY OF HILLSBO
LOCATION MA
S.E. RIVER R
(T.V. HWY. TO EAST CITY


CITY OF HILLSBORO SEWAGE DISPOSAL PLANT
8
9
C.R. 466
ROANOKE CT. N.
ROANOKE DR.
ROANOKE CT. SO.
RADCLIFF CT.
SINGING WOODS
BRADLEY CT.
CONRAD ST.
PIPERS DR.
ST.
N
HILLSBORO SENIOR HIGH SCHOOL
S.W. MORGAN ROAD

CITY OF HILLSBORO, ORE.
LOCATION MAP
S.E. RIVER ROAD
(T.V. HWY. TO EAST CITY LIMITS)

MAP NO. 1

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date February 12, 1975

A. PROJECT IDENTIFICATION

Name of Project S.E. River Road (Tualatin Valley Highway, ORE 8, to east City limits)
(Section)

Location of Project - City street - S.E. River Road (Highway Name) (Highway No., US - ORE)

Hillsboro (City) Washington (County) Columbia (Region)

Program 1973 Federal Highway Act (Funding) $966,340.97 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To provide for the improved safety of an existing collector street, and provide adequate safe driving conditions for future capacity

Origin and History: This street was originally a County farm road. With continued growth, both in the County and City, capacities and traffic flow patterns presently meet requirements set forth for an arterial street. (See attached proposed improvement report).

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 5930 feet

Termini ORE Highway 8, and east City limits

Alignment (new or existing) unchanged

Form (2)9-74

Right-of-Way (acreage and type of land use) Existing right-of-way multiple and single family housing and light industrial (see attached proposed improvement report).

Typical Section 40 foot wide curbed street with two 14 foot wide travel lanes and one 12 foot wide center left turn only lane.

Bikeway 10 foot wide combination pedestrian-bicycle path on south side

Structures None

Additional Facilities Adequate storm drainage and pedestrian five foot wide sidewalk on north side of street.

Access Control

Materials Must conform to City of Hillsboro standard specification

Borrow and Waste Disposal Must conform to City of Hillsboro and E.P.A. requirements

Special Construction Methods None

Characteristics (ADT) 4000 (See attached proposed improvement report)

Other General Information (or Supplemental information to items) (See attached proposed improvement report)

[illegible]ject Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DE GN ALTERNATIVES (IDENTIFY AND CRIBE)

Existing right-of-way and adjacent development preclude alternate locations

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

ublic Input to Date (hearing held, etc.,) Citizen participation in the form of a Citizens Advisory Committee, and Council approval of an interim street system report

Environmental Setting (Cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use: 25% duplex residential, 60% single family and 15% general industrial. The improvement will improve the appearance along this street, thereby enhancing land use, noise air esthetics, utilities, etc. The improvement of this street will eliminate the majority of the detrimental aspects of vehicular traffic by providing for greater efficiency.

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: No additional right-of-way required

Consequences: None

2. Estimated Changes in Traffic Patterns: (See Traffic Volumes and Projections in attached proposed improvement report)

Consequences:

Preliminary Assessment of Impacts (cont.)

3. **Estimated Changes in Land Use:** None anticipated

Consequences:

4. **Expected Adverse Effects on Natural Resources:** None

Consequences:

5. **Expected Adverse Effects on Cultural and Scenic Resources:** None

Consequences:

6. **Preliminary Idenfification of Areas of Critical Environmental Concern:** None

7. **Potential for Controversial Issues:** None

F. STATUS OF PROJECT DEVELOPMENT

	YES	NO	DATE
PRELIMINARY ENGINEERING COMPLETE	X		1974
R/W ACQUISITION COMPLETE	X		
PLANS, SPECIFICATIONS AND ESTIMATES APPROVED		X	

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Soils, Water Features, Drainage, etc.)

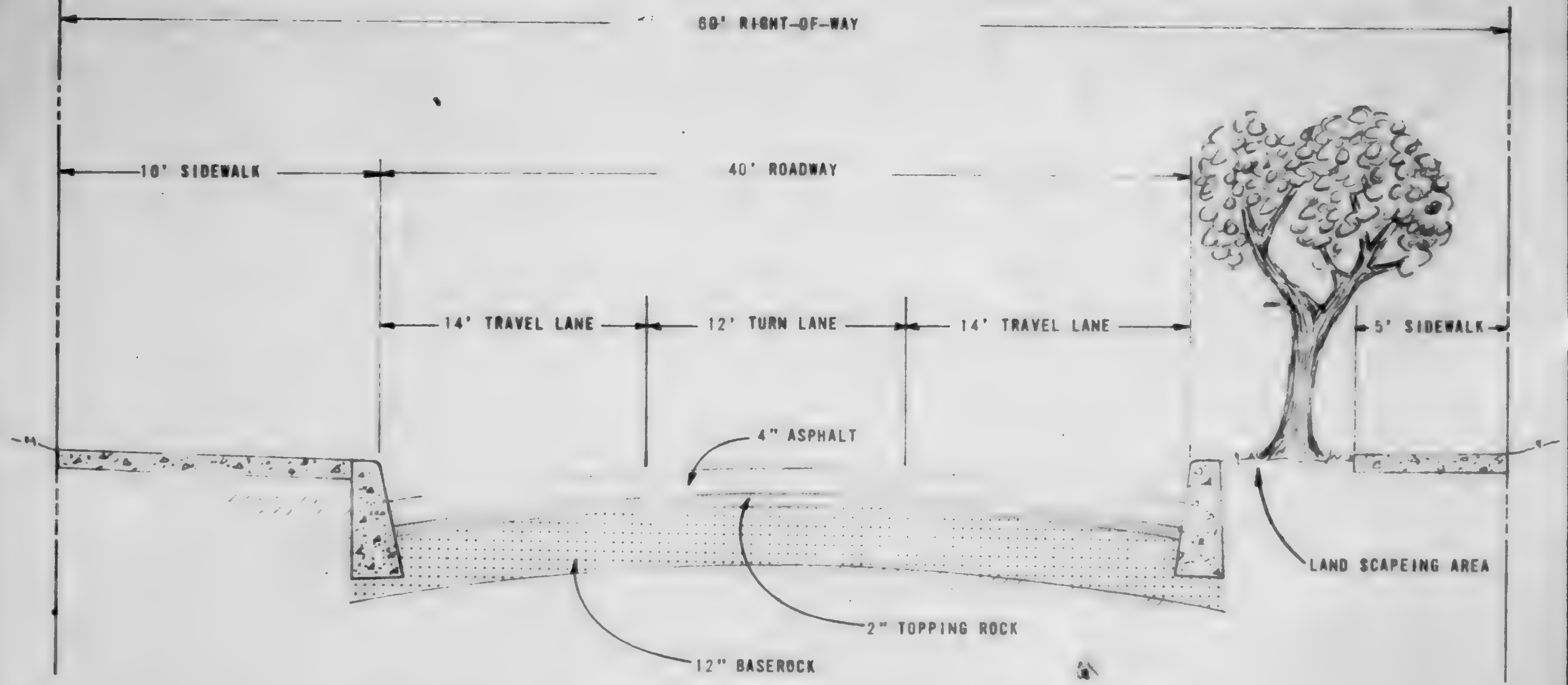
The topography along this street is generally flat. Drainage is very poor adjacent to the street. During peak rainfall several areas flood. When the street is improved the drainage will be piped to a drainage basin south of the street.

D. Potential Consistency of Proposal With [illegible]

a. Clean Air Implementation Plans Not applicable

b. Noise Standards Not applicable

c. Water Quality Standards Not applicable


60' RIGHT-OF-WAY
10' SIDEWALK
40' ROADWAY
14' TRAVEL LANE
12' TURN LANE
14' TRAVEL LANE
5' SIDEWALK
4" ASPHALT
2" TOPPING ROCK
12" BASEROCK
LAND SCAPEING AREA

TYPICAL CROSS-SECTION
S.E. RIVER ROAD & S.E. MINTER BR. RD.
.N.T.S.

NO.	DATE	REVISION

CITY OF HILLSBORO, ORE.
205 S.E. 2nd. AVE
648-0821
DES G T D
CKD. G T D.
DRN. W.W.C.
SCALE as shown

S.E. RIVER RD. & S.E. MINTER BR. RD.
FEDERAL URBAN SYSTEM PROJECT
DESIRED ROADWAY CROSS-SECTION
DATE: FEB. 5. 1975
DRWG. NO

PAGE
1
1

S.E. River Road (Highway 8 to East City Limits)
FAU Route No. 0005

Proposed Improvement Report

PHYSICAL DESCRIPTION OF THE PROJECT

Location. SE River Road is located in Sections 5 and 8, T1S, R2W of the W.M., in Washington County, Oregon. The portion of River Road within the study area is classified as an arterial street. The study area begins at the intersection of Tualatin Valley Highway (Highway 8), and River Road and ends at the east City limits, which is approximately 230 feet west of the intersection of River Road and Rood Bridge Road. River Road serves as a arterial street for seven local streets and intersects with another arterial street known as Minter Bridge Road. (See Map No.1).

Existing Improvement. The surface of the street is in very poor condition. The majority of the street is beyond the minor repairs stage. Presently an oil mat varying in depth from one to three inches, 18 to 22 feet wide exists. There is little or no base rock under the street. After the heavy rains and freezing conditions in 1974, the City attempted to patch weak areas and during the summer of 1974 oiled a portion of the street, but the street is still cracking and showing mud boils. Drainage along this street is very poor. In some areas there are ditches and other areas no drainage exists. During peak rainfall, several sections of the street flood. The present use of the street is that of serving the properties within the City limits as well as properties lying south of the City in Washington County. The existing right-of way width on this street is 60 feet.

Proposed Improvement. The street will be improved as an arterial street. The improvement will be 5930 lineal feet long and consist of the following requirements: (1) pavement width = 40 feet; (2) curbs will be installed; (3) a ten foot wide sidewalk will be installed on the south side of the street for service of a bicycle path and pedestrian sidewalk, and a five foot wide sidewalk will be installed on the north side of the street; (4) a full-traffic actuated 3 - phase signal with pedestrian indicators will be installed at the intersection of River Road and Minter Bridge Road; (5) sufficient storm drainage be installed and (6) minimum right-of-way width will be 60 feet. The traveling lanes required are two 12 foot wide lanes with a 12 foot wide center left turn lane only and a two foot barrier clearance strip on each side. The recommended speed limit is 35 MPH from the intersection of Tualatin Valley Highway and River Road to the intersection of River Road and Minter Bridge Road, and 45 MPH from the intersection of River Road and Minter Bridge Road easterly to the end of the project.

TRANSPORTATION PROVEMENT PROGRAM

PROJECT SCHEDULE AND SUPPORTING COST ESTIMATE

PROJECT TITLE S.E. River Road (Highway 8 to east City limits) DATE 3-14-75

REQUESTING AGENCY City of Hillsboro, Oregon CONTACT PERSON R.E. Bancroft City Engineer PHONE 648-0821 ext 275

LOCAL PRIORITY RANK 1 IMPLEMENTATION RESPONSIBILITY: STATE ___ LOCAL City

PROJECT IS: URBAN SYSTEM X PRIORITY PRIMARY ___ URBAN EXTENSION ___ UMTA ___ STATE BOND ___

SCHEDULE AND FUNDING PLAN

LEGEND:
ACTIVITY :
EVENT △

		FISCAL YEAR					
ITEM DESCRIPTION		19 75	19	19	19	19	Ite Cos
Location		complete					
Preliminary Engineering		86,970.69					86,970.69
R/W Acquisition		none required					
Construction		879,370.28					879,370.28
Public Hearing		△					
TOTAL	$	966,340.97					
FHWA	$						966,340.97
UMTA	$						753,745.95
STATE	$						
LOCAL	$						106,297.51
STATE BOND	$						106,297.51
	$						

REQUESTOR COMMENTS:

CRAG PROJECT NO.

CRAG RANKING

CRAG APPROVALS:
TTAC
BOARD

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT SCHEDULE AND SUPPORTING COST ESTIMATE

PROJECT TITLE S.E. River Road (Highway 8 to east City limits) DATE 2-12-75

REQUESTING AGENCY City of Hillsboro, Oregon CONTACT PERSON R.E. Bancroft, P.E. City Engineer PHONE (503)648-0321 EXT 2

LOCAL PRIORITY RANK 1 IMPLEMENTATION RESPONSIBILITY: STATE ___ LOCAL CITY

PROJECT IS: URBAN SYSTEM X PRIORITY PRIMARY ___ URBAN EXTENSION ___ UMTA ___ STATE BOND ___

SCHEDULE AND FUNDING PLAN

LEGEND:
ACTIVITY ▭
EVENT △

ITEM DESCRIPTION	19 75	19 76	19	19	19	ITEM COST
LOCATION	Complete					
PRELIMINARY ENGINEERING	86,970.69					86,970.69
R/W ACQUISITION	None Required					
CONSTRUCTION		879,370.28				879,370.28
E/S	△					
HEARING	△					
TOTAL $	86,970.69	879,370.28				966,340.97
FHWA $	67,837.13	685,908.82				753,745.95
UMTA $						
STATE $	9,566.78	96,730.73				106,297.51
LOCAL $	9,566.78	96,730.73				106,297.51
STATE BOND $						
$						

VOID

REQUESTOR COMMENTS:

CRAG PROJECT NO. ___

CRAG RANKING ___

CRAG APPROVALS:
TTAC ___
BOARD ___

ESTIMATED DEVELOPMENT COSTS

	ITEM	ESTIMATED COST
1.	CLEARING & GRUBBING, INCLUDES MOVE-IN	5,700.00
2.	EXCAVATION, 14,914 CU YDS	97,761.00
3.	BASE ROCK, 21,147 TONS	126,565.00
4.	TOPPING ROCK, 2,488 TONS	14,890.00
5.	CONCRETE CURBS, 11,740	30,113.00
6.	CONCRETE SIDEWALKS	
	a. 5 ft wide 4" thick, 4440 lin ft	31,635.00
	b. 5 ft wide 6" thick, in driveways, 1430 lin ft	12,227.00
	c. 10 ft wide 4" thick, sidewalk-bicycle path combination, 5428 lin ft	77,349.00
	d. 10 ft wide 6" thick, in driveways, sidewalk-bicycle path combination, 442 lin ft	7,558.00
7.	ASPHALT, 6,772 TONS	154,402.00
8.	ADJUST EXISTING MANHOLES, 16 EACH	2,736.00
9.	FULL-TRAFFIC ACTUATED 3 PHASE SIGNAL WITH PEDESTRIAN INDICATORS	52,250.00
10.	30" STORM LINE WITH EARTH BACKFILL, 640 LIN FT	13,133.00
11.	27" STORM LINE WITH EARTH BACKFILL, 360 LIN FT	6,566.00
12.	27" STORM LINE WITH FULL DEPTH ROCK BACKFILL, 60 LIN FT	1,539.00
13.	21" STORM LINE WITH FULL DEPTH ROCK BACKFILL, 800 LIN FT	18,240.00
14.	18" STORM LINE WITH FULL DEPTH ROCK BACKFILL, 1520 LIN FT	31,190.00
15.	15" STORM LINE WITH FULL DEPTH ROCK BACKFILL, 3150 LIN FT	57,456.00
16.	12" STORM LINE WITH FULL DEPTH ROCK BACKFILL, 1030 LIN FT	16,438.00
17.	12" STORM LINE WITH EARTH BACKFILL, 350 LIN FT	3,591.00
18.	10" STORM LINE WITH FULL DEPTH ROCK BACKFILL, 840 LIN FT	11,491.00

ITEM	ESTIMATED COST
19. 8" STORM LINE WITH FULL DEPTH ROCK BACKFILL	10,602.00
20. CATCH BASIN, 36 EACH	10,260.00
21. STORM SEWER MANHOLES, 19 EACH	12,454.50
22. TRAFFIC CONTROL SIGNS	1,750.00
23. STRIPING	5,500.00
24. LANDSCAPING, INCLUDES TREES & LAWN SEEDING	26,900.00
TOTAL ESTIMATED CONSTRUCTION COSTS	840,296.50
ESTIMATED ENGINEERING FEES @ 15%	126,044.47
TOTAL ESTIMATED PROJECT COSTS	$966,340.97

TRAFFIC VOLUMES AND PATTERNS

Traffic Patterns. There are two major intersections along the study area portion of River Road. They are (1) intersection of Tualatin Valley Highway and River Road and (2) intersection of River Road and Minter Bridge Road. The two intersections listed have heavy congestion at traffic volume peak hours.

Intersection of River Road and T.V. Highway. This intersection is located at the west end of River Road. Thirteenth Avenue is the street to the north. The Southern Pacific Railroad is located parallel to and on the south side of T.V. Highway, thus creating a railroad crossing at this intersection. The pavement is narrow and in poor condition. During heavy rains flooding occurs along River Road about 175 feet prior to entering the intersection. The existing traffic control devices are as follows: (1) a signal light (2) a railroad crossing light and (3) railroad crossing arms. Field observations taken of this intersection find approximately 75% of the vehicles traveling from the east on River Road turn left onto T.V. Highway, 15% travel through the intersection to 13th Avenue and 10% turn right onto T.V. Highway. A few observations have been made of vehicles traveling from the east on T.V. Highway traveling through the A & W Root Beer parking lot, turning left on 13th Avenue and coming through the intersection to River Road. This occurred during peak hour traffic. Heavy congestion occurs from 3:20 p.m. to 4:15 p.m., with the vehicles traveling from the east on River Road toward the intersection. Southern Pacific freight trains traveling through the intersection at 7:40 a.m. create traffic congestion for those vehicles on T.V. Highway waiting to turn onto River Road. At this time school buses, high school students and County employees use this intersection very heavily. Traffic volume from the east on River Road has increased in the past three years. The Oregon State Highway Department has a counting station 175 feet southeast of the railroad tracks on River Road. In 1971 they recorded an ADT of 2900; 1972 an ADT of 3500; and in 1973 an ADT of 3600. The City of Hillsboro Traffic Department recorded an ADT of 4140 in November of 1973.

Intersection of Minter Bridge Road and River Road. This intersection is located near the middle of the study area. Both River Road and Minter Bridge Road serve as arterial streets at the present time, with River Road carrying the heaviest volume of traffic. The existing pavement condition is very poor and narrow. The existing radii at the intersection are too small, or in poor condition and tend to cause motorists to swerve or turn into the oncoming traffic lanes. This intersection is used quite heavily by commercial vehicles. Vehicles traveling from the north on Minter Bridge Road do not have proper sight distance from the west on River Road due to a fir hedge now existing on City right-of-way. School students gather on the southeast corner of the intersection to wait for the school bus. There are no crosswalks marked. I would class this intersection as being one of the most dangerous in the City of Hillsboro at the present time. It was discovered that motorists avoid turns against the oncoming traffic, by passing by Minter Bridge Road while coming from the east on T.V. Highway and proceeding to the intersection of T.V. Highway and River Road and turning left onto River Road, thus causing congestion at the intersection of T.V. Highway and River Road. During the months of November and December, 1973, a turning movement study of this intersection was conducted. The study consists of recording the classification of vehicular use, turning movements and volume of traffic traveling through the intersection.

The classification and percentage based on a five-day average count, Monday through Friday, from 7:00 a.m. to 7:00 p.m. are as follows:

1. From the north on Minter Bridge Road: total vehicles = 605
    a. Passenger type = 92.40%
    b. Commercial type = 7.44%
    c. School bus = 0.15% 0.16%
2. From the south on Minter Bridge Road, total vehicles = 596
    a. Passenger type = 89.26%
    b. Commercial type = 9.40%
    c. School bus = 1.34%
3. From the west on River Road, total vehicles = 1652
    a. Passenger type = 93.40%
    b. Commercial type = 3.87%
    c. School bus = 2.73%
4. From the east on River Road, total vehicles = 1762
    a. Passenger type = 93.02%
    b. Commercial type = 4.03%
    c. School bus = 2.95%

The vehicular turning movements based on a five-day average count, Monday through Friday, from 7:00 A.M. to 7:00 P.M. are as follows:

1. From the north on Minter Bridge Road
    a. Passenger type vehicles: total = 559
        (1) % left = 36.85
        (2) % straight = 40.25
        (3) % right = 22.90
    b. Commercial type vehicles: total = 45
        (1) % left = 26.67
        (2) % straight = 64.44
        (3) % right = 8.89

c. School Bus: total = 1

(1) % left = 100

(2) % straight = 0

(3) % right = 0

2. From the south on Minter Bridge Road

a. Passenger type vehicles: total = 532

(1) % left = 31.58

(2) % straight = 49.62

(3) % right = 18.80

b. Commercial type vehicles: total = 56

(1) % left = 26.79

(2) % straight = 53.57

(3) % right = 19.64

c. School Bus: total = 8

(1) % left = 50.00

(2) % straight = 25.00

(3) % right = 25.00

3. From the west on River Road

a. Passenger type vehicles: total = 1543

(1) % left = 7.71

(2) % straight = 79.91

(3) % right = 12.38

b. Commercial type vehicles: total = 64

(1) % left = 1.56

(2) % straight = 73.44

(3) % right = 25.00

c. School Bus: total = 45

(1) % left = 2.22

(2) % straight = 86.67

(3) % right = 11.11

4. From the east on River Road

   a. Passenger type vehicles: total = 1639

      (1) % left = 5.37

      (2) % straight = 81.82

      (3) % right = 12.81

   b. Commercial type vehicles: total = 71

      (1) % left = 15.49

      (2) % straight = 69.02

      (3) % right = 15.49

   c. School bus: total = 52

      (1) % left = 3.85

      (2) % straight = 94.23

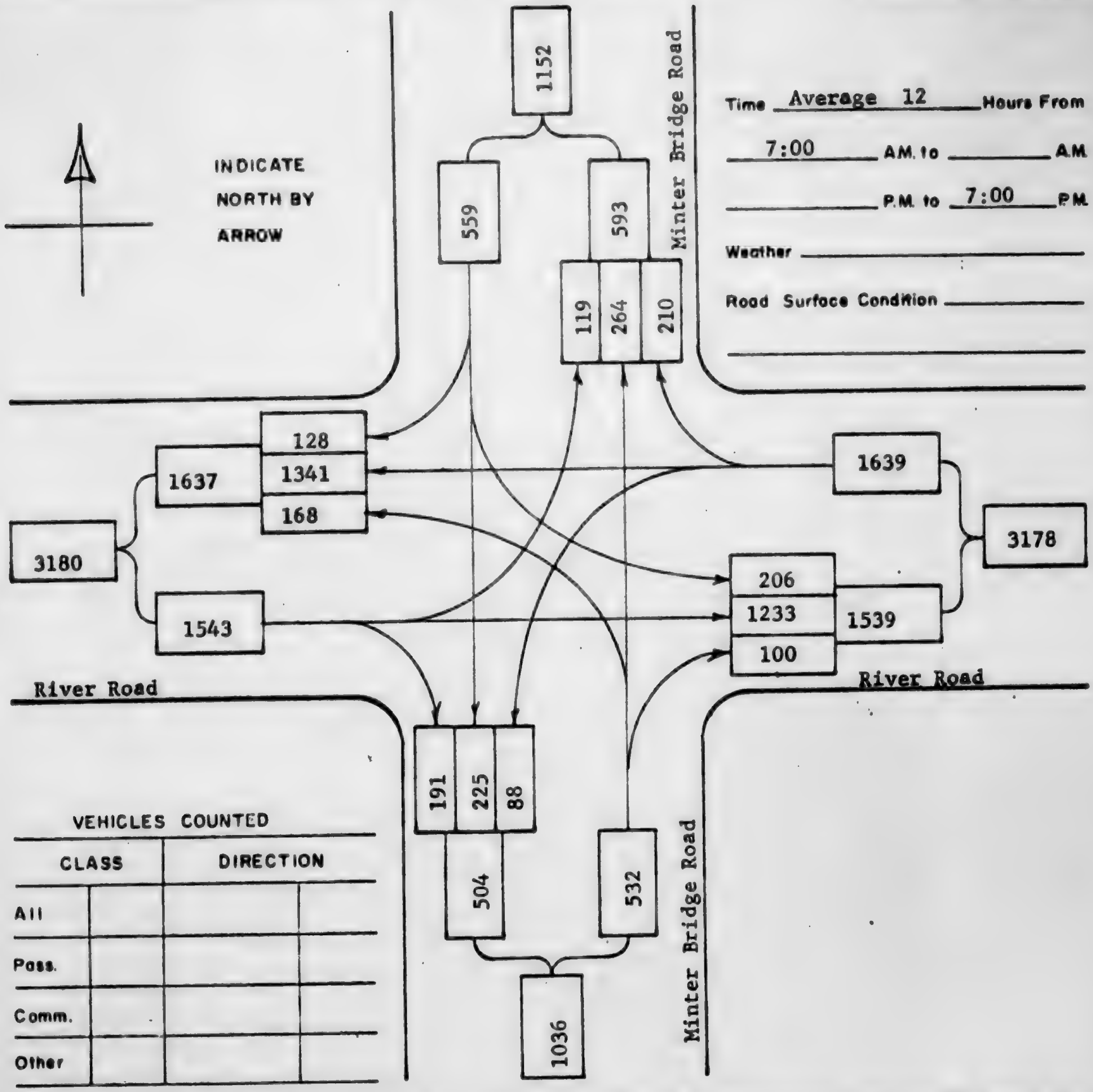
      (3) % right = 1.92

SEE TRAFFIC COUNT GRAPHIC SUMMARY SHEET NEXT PAGE.

GRAPHIC SUMMARY SHEET

LOCATION INTERSECTION OF RIVER ROAD & MINTER BRIDGE ROAD

DATE Monday - Friday
Passenger Vehicles


INDICATE NORTH BY ARROW
1152
559
593
119
264
210
Minter Bridge Road
128
1341
168
1637
3180
1543
1639
3178
206
1233
100
1539
River Road
River Road
191
225
88
504
532
1036
Minter Bridge Road

Time Average 12 Hours From

7:00 A.M. to ______ A.M.

______ P.M. to 7:00 P.M.

Weather ______

Road Surface Condition ______

VEHICLES COUNTED

CLASS		DIRECTION	
All			
Pass.			
Comm.			
Other			

REMARKS This graphic summary sheet shows the ADT for "passenger vehicles" based on a five-day counting period from 7:00 a.m. to 7:00 p.m. Monday through Friday. Counts and turning movements were collected by use of a multiple tally counting board, manually operated.

COMPILED BY: George Dwire , DATE November-December 1973

Other Intersections. Along River Road, between the intersections of T.V. Highway and River Road, there are three "T" type street intersections from the south. The streets intersecting with River Road are as follows: (1) S.E. Jean Lane (2) S.E. Currin Drive and (3) S.E. Currin Lane. Traffic volume from these streets has an approximate combined ADT of 245 vehicles (resident passenger type). Along River Road, between the intersections of River Road and Minter Bridge Road and Rood Bridge Road and River Road, there are two "T" type street intersections from the south and two "T" type from the north. The streets intersecting with this portion of River Road from the south are as follows: (1) S.E. Thrush Avenue and (2) S.E. Meadowlark Drive. Traffic volume from these streets has an approximate combined ADT of 640 resident passenger type vehicles. Along the north side of this portion of River Road the intersecting streets are as follows: (1) S.E. 27th Court and (2) S.E. 29th Court. Traffic volume from these streets has an approximate combined ADT of 200 residential passenger type vehicles.

TRAFFIC VOLUMES AND PROJECTIONS

Introduction:

In the past three or four years, extensive development has occurred along both River Road and Minter Bridge Road. It is expected that more development will occur in areas that will affect the traffic volume on both Minter Bridge Road and River Road. Map No. 2 has been prepared showing the traffic projection points. Included on this map are numbered areas of which a projection statement is written in this report. The zoning, proposed land use, and maximum units information was obtained from Tim Erwert, Planning Director for the City of Hillsboro. Projected ADT is based on an average of seven vehicle trips per day per unit.

Proposed Land Use:

1. This tract of land is zoned for industrial use and contains 15 acres. Development of this tract of land will possibly occur within the next one to three years. Access to the property will be from River Road. Projected ADT increase will be a minimum of 400 vehicles: 40% commercial type and 60% passenger type. The majority of these vehicles will use only that portion of River Road adjacent to the tract of land. (See Map No. 2)

2. This tract of land is zoned for industrial use and contains 1.58 acres. Presently, an upholstery shop is under construction. Additional buildings are projected within the next five to ten years. Projected ADT increase for the upholstery shop will be a minimum of 30 vehicles: 40% commercial type and 60% passenger type. When full development of this property is complete, the projected ADT increase is a minimum of 60 vehicles. The access to this property is from River Road. The majority of these vehicles will use that portion of River Road from the intersection of T.V. Highway and River Road to the access of the property. (See Map No. 2)

3. This tract of land is zoned for industrial use and contains 2.45 acres. It is projected that development will not occur for at least five years. When developed, a projected ADT increase of 80 to 100 vehicles is expected. Access to this property is River Road. The majority of these vehicles will use that portion of River Road from the property access to the intersection of T.V. Highway and River Road. (See Map No.2)

4. This tract of land is zoned for industrial use and contains 2.57 acres. It is projected that development will not occur for at least five years. When development occurs, a projected ADT increase of 80 to 100 vehicles is expected. Access to this property is along Minter Bridge Road, just south of the railroad tracks. The majority of these vehicles will use that portion of Minter Bridge Road from the property access to the intersection of T.V. Highway and Minter Bridge Road. (See Map No. 2)

5. This tract of land is zoned for industrial use and contains approximately 14 acres. Four acres of this tract is presently developed as a 24-lane bowling alley which includes a restaurant and bar and lounge. A projected ADT increase for this new facility in 1973 was 600 vehicles: 97% passenger type and 3% commercial type. Access is on Minter Bridge Road between River Road and T.V. Highway. It is estimated that 75% of the vehicles utilize the intersection of T.V. Highway and Minter Bridge Road, and 25% utilize the intersection of River Road and Minter Bridge Road. It is possible that within the next two years another four acres of this tract will be developed. Presently a plastics factory is under construction with a parking facility of 35 spaces, and a future parking facility of 60 spaces. The projected ADT increase for this new facility is 65 vehicles on the first phase of the project. When the project is fully developed the projected ADT increase would be 130 vehicles minimum: 70%

passenger type and 30% commercial type. Access would be the same as given for bowling alley.

The remaining portion of this tract of land is not projected to be developed for at least five years. The projected ADT of 190 to 240 vehicles is for the remaining portion of the tract. Access would be on Minter Bridge Road. (See Map No.2)

6. This tract of land is presently owned by Washington County. Their branch office, shops and small animal shelter are presently on the property. There are no immediate plans for expansion. Projected ADT increase is 15 vehicles per year average for the next ten years. (See Map No. 2)

7. This tract of land is zoned for industrial use and contains 6.66 acres. Presently a 40 unit mobile home park is proposed for this tract. If approved for this type of development, it would be completedwithin the next two or three years. The projected ADT increase for this development would be 280 vehicles minimum. Access to this tract of land is River Road. If this tract of land is held as industrial property, the ADT projection would be 120 vehicles, 70% passenger type and 30% commercial type. Industrial type development would occur possibly five to ten years from the present time. (See Map No. 2)

8. Fir Tree Mobile Park now exists on this parcel of land. A field count was taken the 11th of January, 1974 of the vacancies available, and 20 spaces were unoccupied. By the end of 1974 this mobile home park should be at full capacity. The projected ADT increase for the remaining vacancies is 140 vehicles. Access to this park is from River Road. (See Map No. 2)

9. These properties have a maximum capacity of development of only 20 units, due to flood plain line. Development will probably not take place within the next five to ten years. The projected ADT increase would be 140 vehicles. Property access is from River Road, with 40% using River Road to the west and 60% using

River Road to the east. (See Map No. 2)

10. This tract of land is zoned for single-family residential. Total units expected are 185. It is projected that 25 units will be constructed within the next five years having access to Minter Bridge Road, south of River Road. The projected ADT increase within the next five years is 175 vehicles, with property access to Minter Bridge Road. Within the next ten to 15 years, the remainder of the property could be expected to be developed. This would increase the projected ADT by 1120 vehicles. (See Map No. 2)

11. This area is an existing subdivision. There are a few undeveloped lots available. It is possible all lots will be developed in the next five to ten years. Access is River Road. The projected ADT increase is 70 to 90 vehicles: 35 to 45 within the next two years and the remainder within the next five to ten years. (See Map No. 2)

12. This tract of land is zoned single-family residential. It contains approximately 13 acres. Development is projected to occur within the next five to ten years. The property has a capacity of 55 units. Access to the property is from both River Road and Minter Bridge Road. The projected ADT increase is 385 vehicles: 50% using Minter Bridge Road and 50% using River Road. (See Map No. 2)

13. This tract of land is Edwards Meadows subdivision. It is projected that by the end of the 1974 construction season, the platted portion shown on the map, and phase 3, will have all streets and utilities installed. Presently there are 57 lots available for single-family housing. Phase 3 of the subdivision will allow another 76 lots available. It is predicted that by 1976 all vacant lots will be filled. The projected ADT increase is 930 vehicles: 40% using Minter Bridge Road and 60% using River Road. (See Map No. 2)

14. This tract of land is zoned for multiple family housing. There is a proposed condominium type subdivision planned, containing 237 units total. It is projected that in the next five years 100 units will be constructed, and the remainder within the next ten years. The projected ADT increase is 700 vehicles within the first five years and upon complete development of the property the projected ADT increase would be 950 vehicles: 70% using River Road, by way of Rood Bridge Road. (See Map No. 2)

15. This tract of land is zoned single-family housing and is expected to be developed in 1975. It has a capability of 15 units. Access to the property would be from River Road. The projected ADT increase is 105 vehicles: 100% using River Road. (See Map No. 2)

16. These tracts of land are zoned single-family. They have the capacity of an additional nine units, all of which will be projected to develop within the next ten years. Access is along Rood Bridge Road. The projected ADT increase is 60 vehicles: 80% using River Road to the west and 20% using River Road to the east. (See Map No. 2)

17. This tract of land is zoned for single-family housing. The total capacity of this property, taking flood plain line into consideration, is 170 units. It is possible that 70 units will be developed by 1976, and the remainder within the next ten years. Access to this property is from both Rood Bridge Road and River Road. The projected ADT increase within the next two years is 490 vehicles, and an additional 700 vehicles within the next ten years. Sixty percent would use River Road to the west and 40% would use River Road to the east. (See Map No. 2)

18. These tracts of land are zoned for single-family housing, and will be known as an addition to the Singing Woods subdivision. The total capacity of the property is 109 units. It is projected that 40 units will be constructed within the next two years and the remainder within the next five years. The access to this property is from Rood Bridge Road. The projected ADT increase is 280 vehicles within two years, and an additional 480 vehicles within the next five years. Sixty percent would use River Road to the west and 40% would use River Road to the east. As access becomes available to Morgan Road, there will be a shift to usage of Minter Bridge Road instead of River Road to the west. This shift could be as high as 50%. (See Map No. 2)

19. This tract of land is Singing Woods subdivision. The platted portion shown on the map has all streets and utilities installed. At the present time there are 37 vacant lots for single-family housing use. It is projected that all vacancies will be improved at the end of the 1974 construction season. Access to this subdivision is from Rood Bridge Road. The projected ADT increase is 260 vehicles: 60% using River Road to the west and 40% using River Road to the east. (See Map No. 2)

20. This tract of land is zoned for multiple-family housing. It has a capacity of 77 units. It is projected that 40 units will be constructed within the next two years, and the remainder within the next five to ten years. Access to the property is from Minter Bridge Road. The projected ADT increase is 280 vehicles within the next two years and an additional ADT increase of 260 vehicles within the next five to ten years: 20% using River Road and 80% using Minter Bridge Road. (See Map No. 2)

21. These tracts of land are projected for single-family use. The unit capacity is estimated at 225 units. It is projected that 20 to 30 units will be developed within the next two to five years for an ADT increase of 210 vehicles on Minter Bridge Road and the remainder within the next five to 20 years. Access to these properties is Minter Bridge Road and Morgan Road. Projected ADT increase is 1600 vehicles for that property projected for development within the next five to ten years, and 790 vehicles for the ten to 20 year projection. (See Map No. 2)

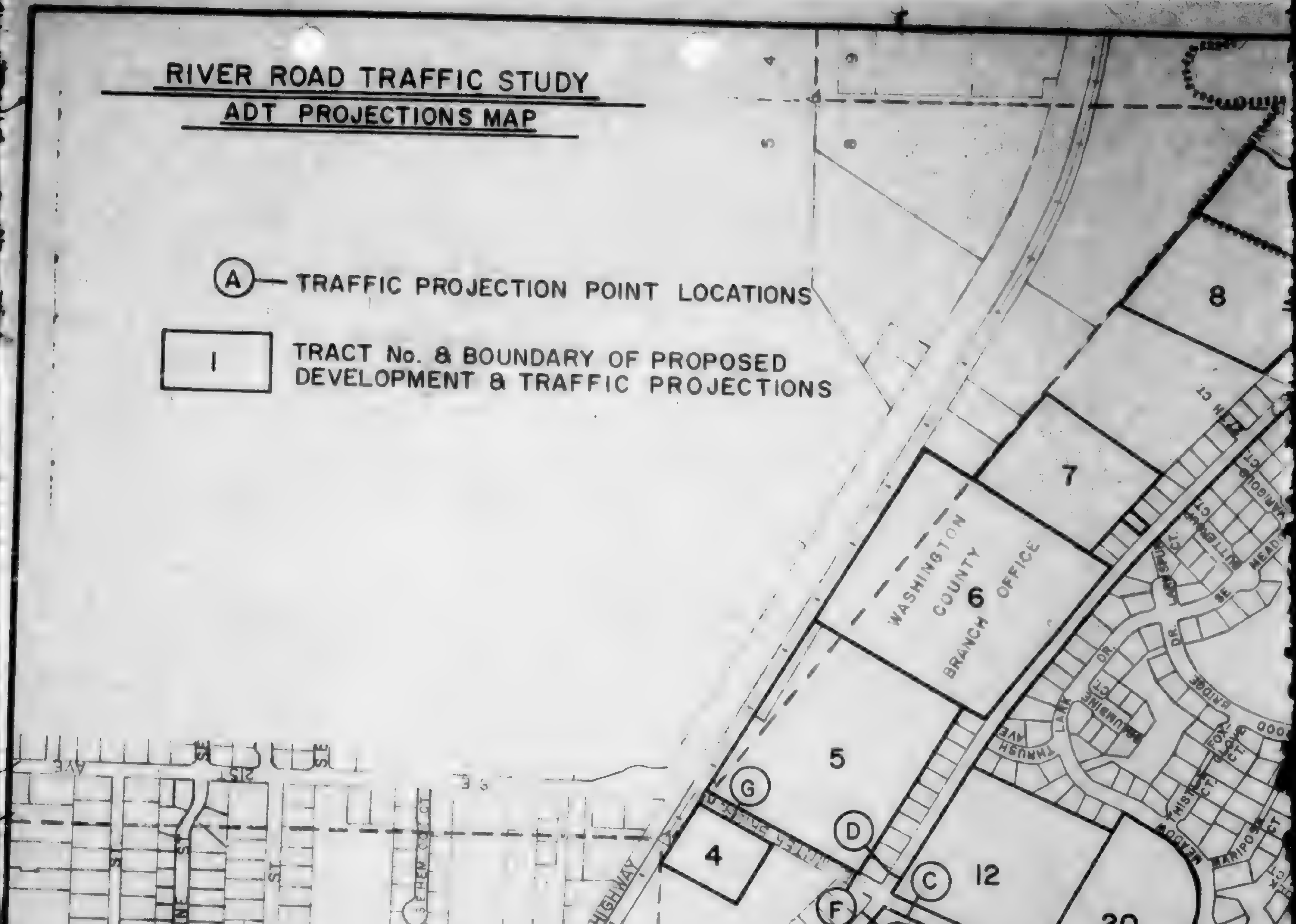
22. Hillsboro Senior High School is located on this property. As population increases in Hillsboro, the expansion of this facility will have to increase also. Projected ADT increase in 15 passenger vehicles per year for the next ten years. Additionally, the High School District Board is considering locating their school bus storage and maintenance facility at the east end of this site. This would require conditional use approval by the City of Hillsboro Planning Commission. If the facility is relocated to this site, 42 school buses would initially be based there. This would occur prior to 1976 and would mean an additional ADT increase of 100 vehicles utilizing River Road; approximately 80% west and 20% east of the intersection of Rood Bridge Road and River Road. Consolidation of school districts would cause an increase in the facility to 100 school buses. This is projected within the next five to ten years, and would create an ADT increase of 120 vehicles. However, if this occurs, the school district may provide bus access to Minter Bridge Road, which would allow about 80% of the bus trips to take this route rather than River Road. (See Map No. 2)

23. These properties are presently in use as nurseries. Present access is Minter Bridge Road. Some of the facilities are relatively new. As they grow, the ADT traffic will increase an undetermined amount, mostly commercial type traffic. It is rather doubtful that these businesses will be liquidated within the next 20 years. (See Map No. 2)

RIVER ROAD TRAFFIC STUDY
ADT PROJECTIONS MAP

Ⓐ — TRAFFIC PROJECTION POINT LOCATIONS

| 1 | TRACT No. & BOUNDARY OF PROPOSED DEVELOPMENT & TRAFFIC PROJECTIONS



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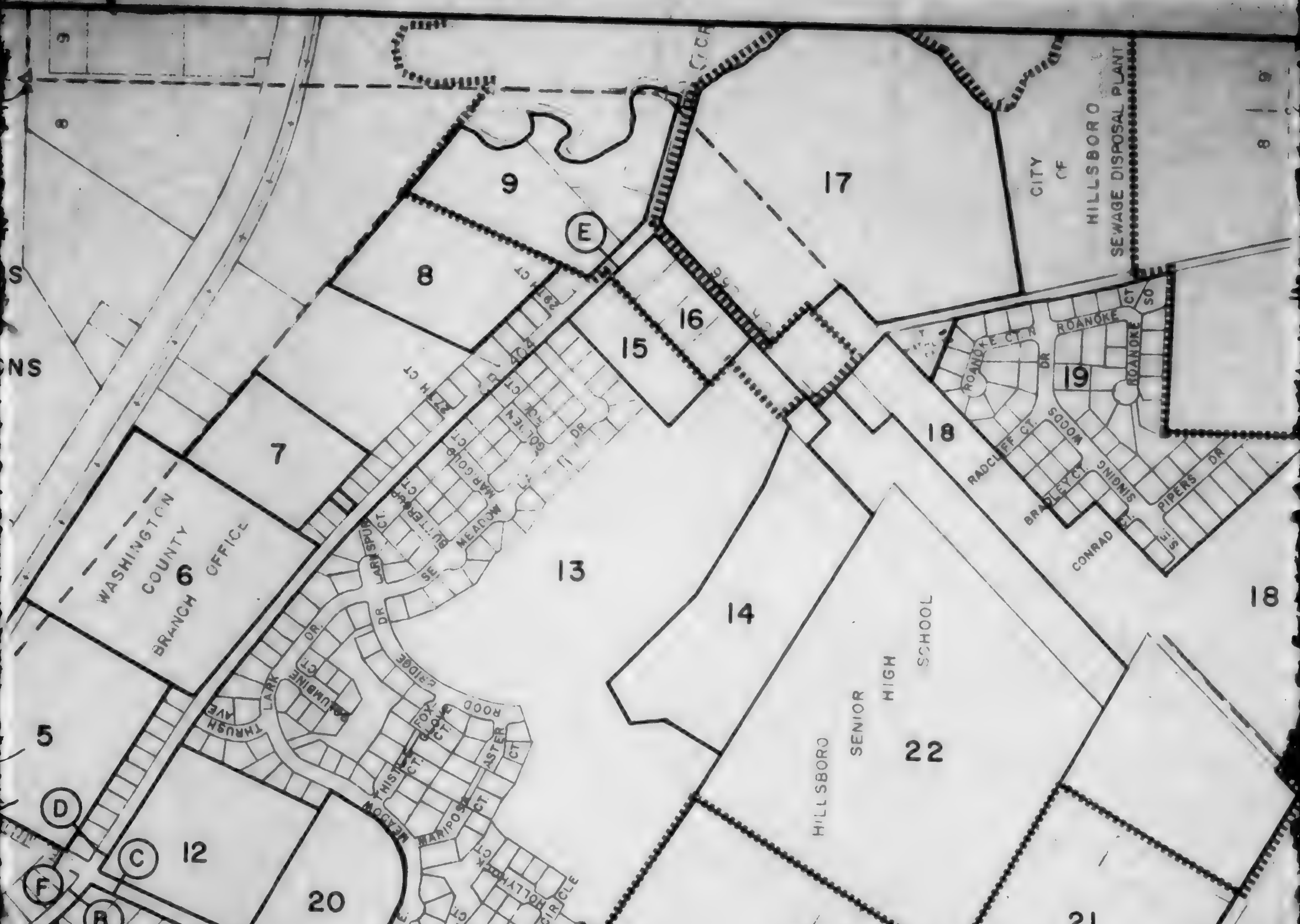
WASHINGTON COUNTY BRANCH OFFICE
TUALATIN VALLEY HIGHWAY
S.E. RIVER ROAD
S.E. CURRIN LANE
S.E. CURRIN DR.
S.E. JEAN LANE
D.L.C. 41
CITY BALL PARK
ALDER
SPRUCE
PINE
BUSH ST
THRUSH AVE
LARK
BOBWHITE CT.
BRIDGE
MEADOW
MARIPOSA CT
THISTLE CT
AVE



WASHINGTON COUNTY BRANCH OFFICE
CITY OF HILLSBORO SEWAGE DISPOSAL PLANT
HILLSBORO SENIOR HIGH SCHOOL
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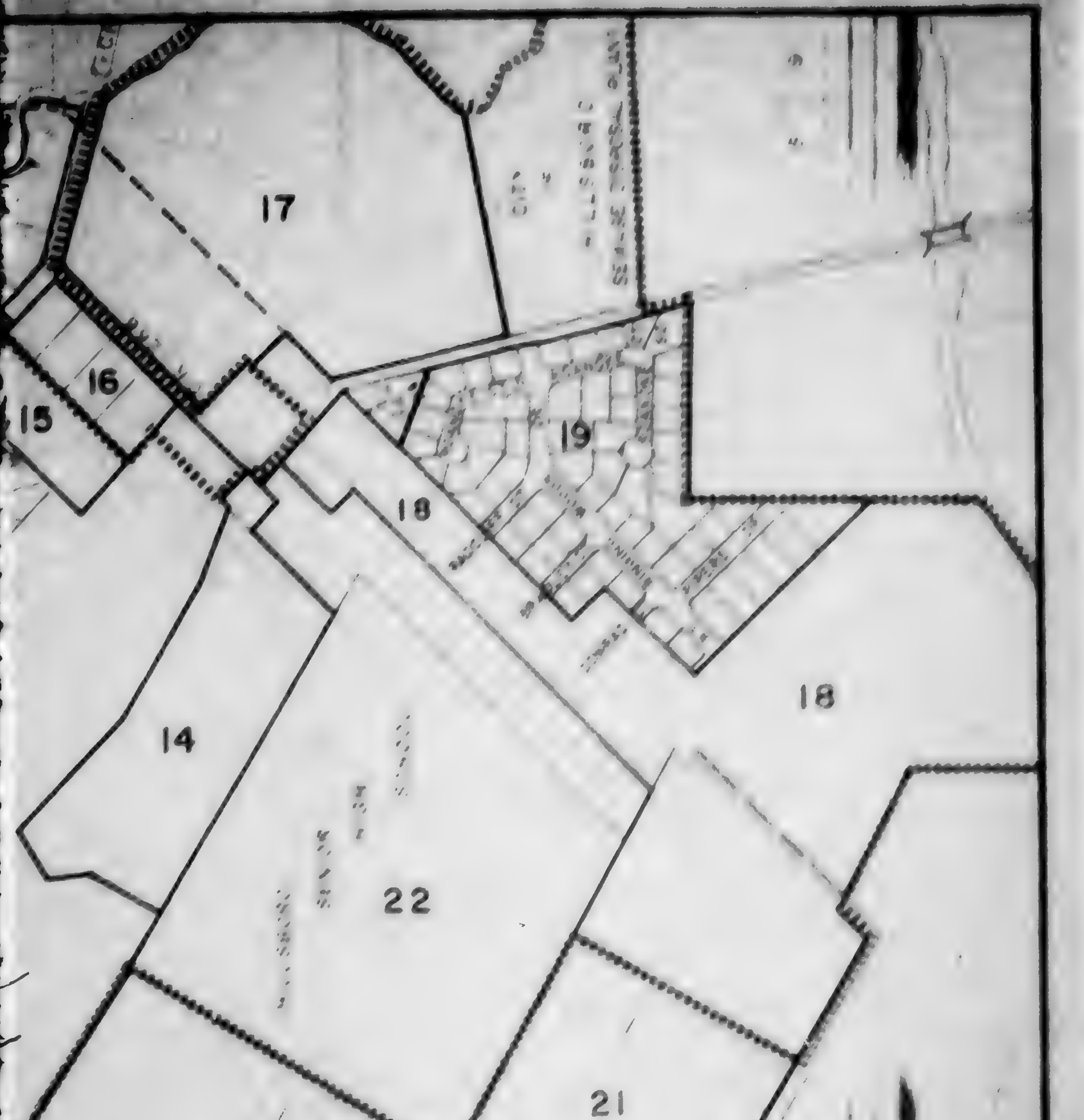
LARK DR
COLUMBINE CT
LARKSPUR CT
BUTTERCUP CT
MARGOLD CT
GOLDEN ROD CT
SE MEADOW DR
PARTRIDGE ROOD
FOX GLOVE CT
THISTLE CT
ASTER CT
MEADOW
MARIPOSA CT
HOLLYHOCK CT
CIRCLE
LAUREL CT
TANAGER
SE
27TH CT
29TH CT
CURRIN LANE
ROANOKE CT N
ROANOKE
ROANOKE CT SO
ROANOKE DR
RADCLIFF CT
WOODS
SIGNING
BRADLEY CT
PIPERS DR
CONRAD CT
S.W. MORGAN ROAD
NS

MAP NO. 2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MAP NO. 2

TRAFFIC VOLUME PROJECTIONS

In review of the proposed development as shown on Map No. 2 and described in Items 1 through 23, prepared are the following traffic increase projections: (See Map No. 2 for projection point locations.)

Point A 1973 ADT Count = 4,140
1 to 2 yrs. ADT increase = 1316 (Projected 1975 ADT =5456)
2 to 5 yrs. ADT increase = 672 (Projected 1978 ADT =6128)
5 to 10 yrs. ADT increase = 1663 (Projected 1983 ADT =7791)

Point B 1973 ADT Count = 3880
1 to 2 yrs. ADT increase = 1006 (projected 1975 ADT = 4886)
2 to 5 yrs. ADT increase = 581 (projected 1978 ADT = 5467)
5 to 10 yrs. ADT increase = 1396 (projected 1983 ADT = 6863)

Point C 1973 ADT Count = 1150
1 to 2 yrs. ADT increase = 850 (projected 1975 ADT = 2000)
2 to 5 yrs. ADT increase = 523 (projected 1978 ADT = 2523)
5 to 10 yrs. ADT increase = 1798 (projected 1983 ADT = 4321)

Point D 1973 ADT Court = 3983
1 to 2 yrs. ADT increase = 1169 (projected 1975 ADT = 5152)
2 to 5 yrs. ADT increase = 741 (projected 1978 ADT = 5893)
5 to 10 yrs. ADT increase = 1476 (projected 1983 ADT = 7369)

Point E 1973 ADT Count = 3480
1 to 2 yrs. ADT increase = 771 (projected 1975 ADT = 4251)
2 to 5 yrs. ADT increase = 552 (projected 1978 ADT = 4803)
5 to 10 yrs. ADT increase = 1175 (projected 1983 ADT = 5978)

(1) 1973 Traffic counts were taken in October, November and December, 1973.

Point F 1973 ADT Count = 1350

1 to 2 yrs. ADT increase = 903 (projected 1975 ADT =2253)

2 to 5 yrs. ADT increase = 523 (projected 1978 ADT =2776)

5 to 10 yrs. ADT increase = 1376 (projected 1983 ADT =4152)

Point G 1973 ADT Count = 1780

1 to 2 yrs. ADT Increase = 1290 (projected 1975 ADT =3070)

2 to 5 yrs. ADT inrease = 599 (projected 1978 ADT =3669)

5 to 10 yrs. ADT increase = 1660 (projected 1983 ADT =5329)

The projections given at points A through G subject ot change under the following conditions: (1) the street improvement could encourage more commercial type traffic from the perimeter area outside the projection area by an estimated increase of 2% to 4% affecting points A through G. (2) Upon installation of a signal light at the intersection of Minter Bridge Road and River Road, it would be estimated that an increase of 30% through point G would occur and a 30% decrease through point A would occur.

TRAFFIC VOLUME HISTORY

The following bar charts and location descriptions give a history of Traffic Flows from 1963 through 1973. The source of information from 1963 to 1972 from the Oregon State Highway Division Traffic Volume Tables. The 1973 counts are taken by the City of Hillsboro Traffic Department. Location of mile posts on ADT projections map are as follows: (1) mile post 8.18 is same location as Point A, (2) mile post 7.71 is same location as Point B, and (3) mile post 6.93 is same location as Point E.

FAS 633 S.E. RIVER RD.
JCT. FAS 627 NEAR NORTH SCHOLLS TO JCT. FAP 32 NEAR HILLSBORO

Mile Post	Location Description	ADT All Veh. 1973
6.93	0.02 mile northwest of Rood Bridge Rd.	2,400
7.71	South City limits of Hillsboro, 0.01 mile north of Minter Bridge Rd.	3,400
8.18	0.02 mile south of Tualatin Valley Hwy., FAP 32	3,600

		ADT All Veh. 1972
6.93	0.02 mile northwest of Rood Bridge Rd.	2,300
7.71	South City limits of Hillsboro, 0.01 mile north of Minter Bridge Rd.	3,300
8.18	0.02 mile south of Tualatin Valley Hwy., FAP 32	3,500

		ADT All Veh. 1971
6.93	0.02 mile northwest of Rood Bridge Rd.	1,850
7.71	South City limits of Hillsboro, 0.01 mile north of Minter Bridge Rd.	2,700
8.18	0.02 mile south of Tualatin Valley Hwy., FAP 32	2,900

		ADT All Veh. 1970
6.93	0.02 mile northwest of Rood Bridge Rd.	1800
7.71	South City limits of Hillsboro, 0.01 mile N. of Minter Bridge Rd.	2700
8.18	0.02 mile S. of Tualatin Valley Hwy., FAP 32	2900

		ADT All Veh. 1969
6.93	0.02 mile northwest of Rood Bridge Rd.	1,300
7.71	South City limits of Hillsboro, 0.01 mile north of Minter Bridge Rd.	1,700
8.18	0.02 mile S. of Tualatin Valley Hwy., FAP 32	1,800

		ADT All Veh. 1968
6.93	0.02 mile northwest of Rood Bridge Rd.	1,250
7.71	South City limits of Hillsboro, 0.01 mile north of Minter Bridge Rd.	1,650
8.18	0.02 mile south of Tualatin Valley Hwy, FAP 32	1,750

Mile Post	Location Description	ADT All Veh. 1967
6.93	0.02 mile northwest of Rood Bridge Rd.	1,250
7.71	South City limits of Hillsboro, 0.01 mile N. of Minter Bridge Rd.	1,650
8.18	0.02 mile south of Tualatin Valley Hwy., FAP 32	1,750

		ADT All Veh. 1966
6.93	0.02 mile northwest of Rood Bridge Rd.	1,200
7.71	South City limits of Hillsboro, 0.01 mile N. of Minter Bridge Rd.	1,650
8.18	0.02 mile south of Tualatin Valley Hwy., FAP 32	1,700

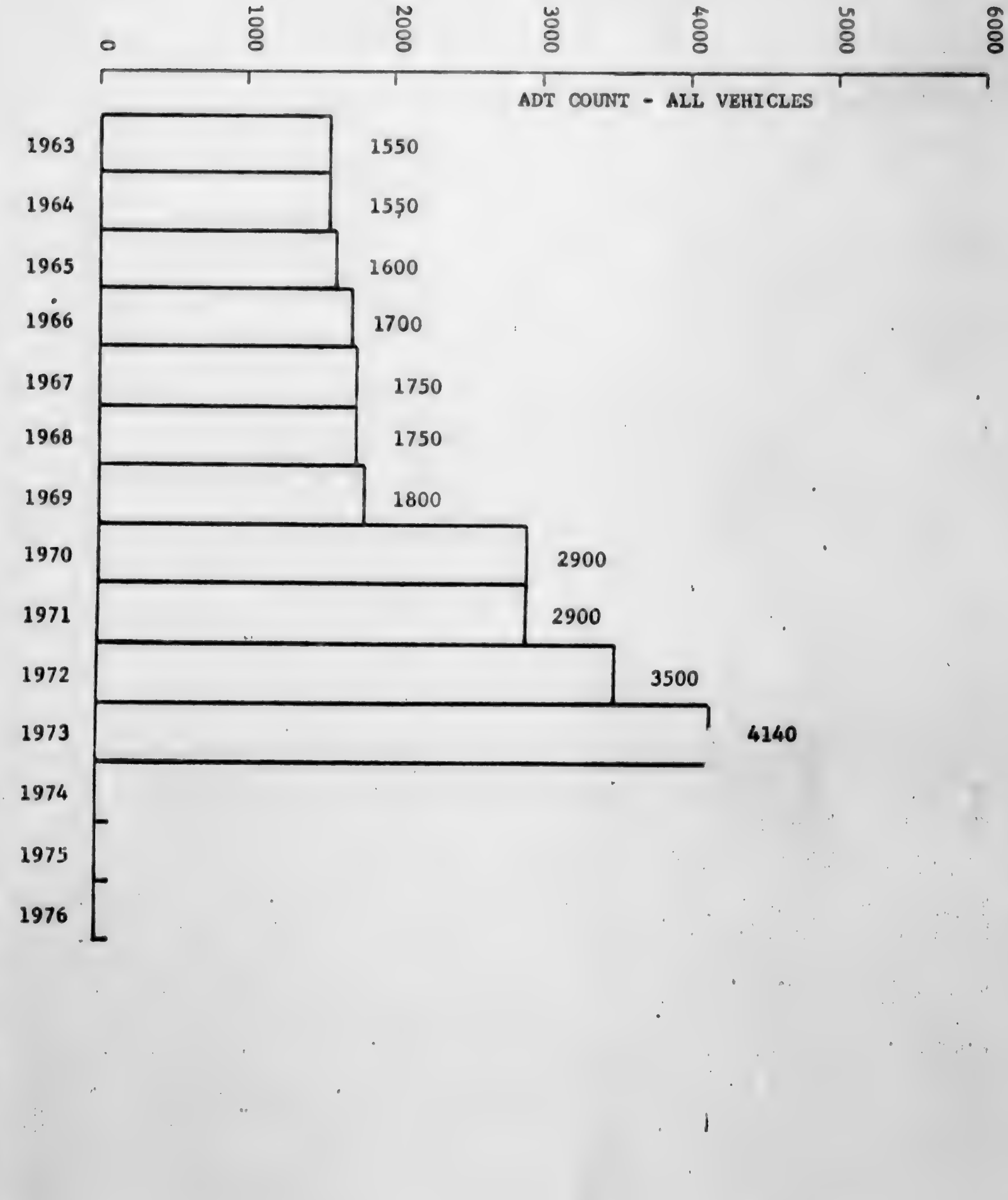
		ADT All Veh. 1965
6.93	0.02 mile northwest of Rood Bridge Rd.	1,100
7.71	South City limits of Hillsboro, 0.01 mile N. of Minter Bridge Rd.	1,500
8.18	0.02 mile south of Tualatin Valley Hwy., FAP 32	1,600

		ADT All Veh. 1964
6.93	0.02 mile northwest of Rood Bridge Rd.	1,050
7.71	South City limits of Hillsboro, 0.01 mile N. of Minter Bridge Rd.	1,450
8.18	0.02 mile south of Tualatin Valley Hwy., FAP 32	1,550

		ADT All Veh. 1963
6.93	0.02 mile northwest of Rood Bridge Rd.	1,200
7.71	South City limits of Hillsboro, 0.01 mile north of Minter Bridge Rd.	1,400
8.18	0.02 mile south of Tualatin Valley Hwy., FAP 32	1,550

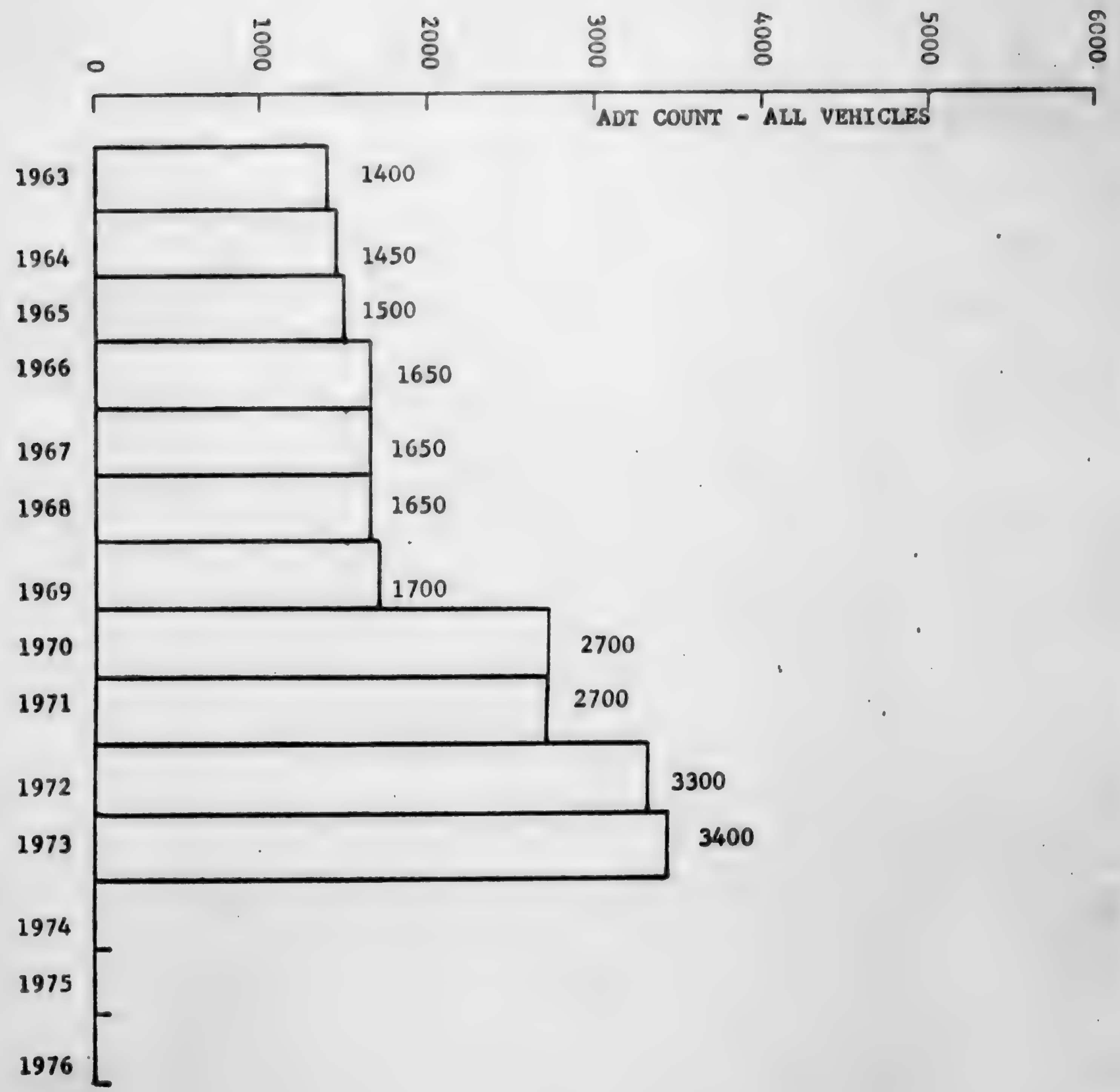
ADT Traffic Count Source 1963 thru 1972: Oregon State Highway Dept.
ADT Traffic Count Source 1973: City of Hillsboro Traffic Department

0.02 MILE SOUTH OF TUALATIN VALLEY HIGHWAY, MAP 32



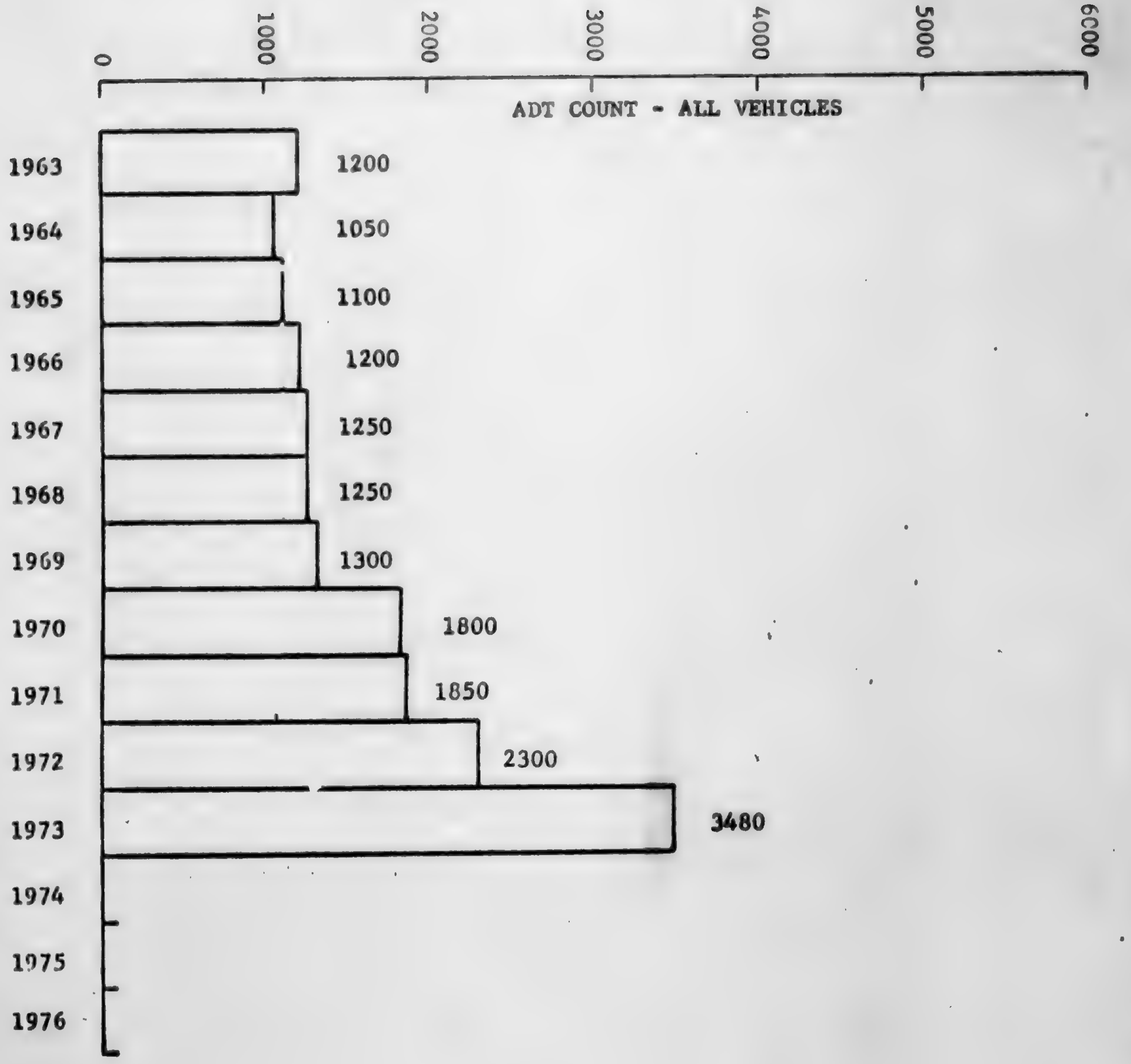
ADT Traffic Count Source 1963 thru 1972: Oregon State Hwy.
ADT Traffic Count Source 1973: City of Hillsboro Traffic Dep

SOUTH CITY LIMITS OF HILLSBORO, 0.01 MILE NORTH
OF MINTER BRIDGE RD.



ADT Traffic Count Source 1963 thru 1972: Oregon State Hwy. De
ADT Traffic Count Source 1973: City of Hillsboro Traffic Dept.

MILE POST 0.[illegible]
0.02 MILE NORTHWEST OF ROOD BRIDGE RD.



ADT Traffic Count Source 1963 thru 1972: Oregon State Hwy. Dep
ADT Traffic Count Source 1973: City of Hillsboro Traffic Dept.

ACCIDENT RECORDS

The following are records of accidents investigated by the City of Hillsboro Police Department;

INTERSECTION LOCATION	1971	1972	1973	1974		TOTAL INJURIES	TOTAL DEATHS
1. T.V. Hwy & River Road	5	1	2	6	14	10	0
2. S.E. Jean Ln & River Road	0	0	0	0		0	0
3. S.E. Currin Dr & River Rd	0	0	0	0		0	0
4. S.E. Currin Ln & River Rd	0	0	1	0	1	1	0
5. Minter Bridge Rd & River Rd	3	5	1	4	13	6	0
6. S.E. Thrush Ave & River Rd	0	0	1	1	2	2	0
7. S.E. 27th Ct & River Road	0	0	0	0		0	0
8. S.E. 29th Ct & River Road	0	0	0	1	1	1	0
9. SE Meadow Ln Dr & River Rd	0	0	1	1	2	2	0
10. Accidents along River Road	1	2	0	0	3	3	0
					36	25	

The accidents at the intersection of River Road and T.V. Highway consist of the following: (1) rear end collisions of vehicles from the east on T.V. Highway waiting to turn left onto River Road, (2) vehicle from the west on T.V. Highway ran red light and collided with vehicle from River Road, and (3) vehicle from River Road turned left on T.V. Highway and struck front of vehicle stopped at red light. The majority of the accidents at the intersection of River Road and Minter Bridge Road involve left turn movements off River Road onto Minter Bridge Road, and vehicles from the north on Minter Bridge Road colliding with vehicles on River Road while crossing the intersection.

EXISTING AND PROPOSED LAND USE IMPLICATIONS

Existing Land Use. The existing land use adjacent to the study area consists of single-family and multiple-family units, light industrial, Washington County shops and animal shelter and two mobile home courts. (See Map No. 1) Outlying areas within the City limits consist of single-family and multi-family dwellings. Beyond the City limits south of River Road in Washington County, scattered single-family dwellings, commercial properties (nurseries) and a solid waste disposal area exists.

Proposed Land Use. In the section of this report titled "Traffic Volumes and Projections", the proposed land use is covered quite thoroughly. (See Map No. 2) The proposed land use complies with the present zoning requirements plan for that area.

SOCIO-ECONOMIC CONSIDERATIONS

Non-user Considerations

Community. (1) Complies with City and/or County comprehensive plan; this project does comply with the City urban street system and was officially adopted as a collector street by the City Council in February, 1974. (2) Local community reaction: people throughout the community recognize the fact that many of the streets are in poor condition and are in need of improvement. This street is one of many of which the public complains to the City Hall of its existing condition. (3) Effect on community services: due to the condition and narrow improvement existing, should the Fire Department have a call along this street, the traffic would be a great hindrance to the performance of their work. Sanitary service trucks use this street for pick up purposes. They block the traffic pattern thus creating hazards. There are three school bus stops along this street.

Social. (1) Community recreation: there are no recreation facilities adjacent to this street. Bicyclists and pedestrians do use this street to reach the tennis courts, swimming pool, Shute Park and a new library located on the west side of S.E. Tenth Avenue bordered by the railroad tracks on the south, Ninth Avenue on the west, and S.E. Cedar Street on the north. (2) Resident effects: a disruption in the family life of those residents adjacent to the street exists due to pedestrians on edges of lawns, vehicles swerving to miss chuckholes, etc.; upon completion of the improvement, the residents will be able to landscape their yards with pride. It would be anticipated there would be a gain in personal social relationships.

Economic. The usage of fuel consumption would decrease when this street is improved. As pointed out earlier, motorists use other routes to avoid the condition and turning movements along this street. It could be assumed that residents in this area would consider bicycles as a mode of transportation with the bicycle path facility proposed.

Environmental. (1) Air pollution: no change anticipated. (2) Noise pollution: no change anticipated. (3) Aesthetic: impact on general public - favorable.

Regional Consideration

Supports Public Transportation. The only foreseeable public transportation uses of this street in the near future are that of school buses, private vehicles, taxi cabs and commercial vehicles of the nature of sanitary trucks and delivery trucks.

Traffic Need Time Schedule. Development of this street presently is required in order to serve the existing traffic volume needs.

Local Priority. As outlined in a recent report titled "Interim Report Urban Street System", this street would be considered as a first priority.

Route Continuity. The improvement of this street will permit vehicles in a larger volume to flow fluently toward the major arterial known as Tualatin Valley Highway. The route continuity classification of this street would be classed as a first link in conjunction with Minter Bridge Road improvement submitted in an additional report, which would be the final link in the collector system in this area.

Highway User Considerations

Safety. As indicated previously in this report, this street in its present condition is very dangerous. Fortunately no deaths have occurred. As vehicle volume, pedestrian use and bicycle use increases as anticipated, this street will become a death trap. It is therefore recommended that the safety of this street be highly considered.

S.E. River Road

The following photos were taken after an oil overlay was placed in late summer of 1974. The photos illustrate the condition of the street as being in better condition than they presently exist.

Photo No.	Description
1.	This photo was taken approximately 300 feet S.E. of the intersection of Tualatin Valley Highway and River Road looking northwest toward the intersection.
2.	This photo was taken approximately 200 feet S.E. of the intersection of Tualatin Valley Highway and River Road looking southeast on River Road.
3.	This photo was taken between the intersection of Tualatin Valley Highway and River Road and Minter Bridge Road and River Road looking southeast on River Road.
4.	This photo was taken between the intersection of Tualatin Valley Highway and River Road and Minter Bridge Road and River Road looking southeast on River Road.
5.	This photo was taken between the intersection of Tualatin Valley Highway and River Road and Minter Bridge Road and River Road looking southeast on River Road.
6.	This photo was taken between the intersection of Tualatin Valley Highway and River Road and Minter Bridge Road and River Road looking southeast on River Road.
7.	This photo was taken between the intersection of Tualatin Valley Highway and River Road and Minter Bridge Road and River Road looking southeast on River Road.
8.	This photo was taken between the intersection of Tualatin Valley Highway and River Road and Minter Bridge Road and River Road looking southeast on River Road.
9.	This photo was taken standing west of the intersection of Minter Bridge Road and River Road looking southeasterly at the intersection.
10.	This photo was taken standing just east of the intersection of River Road and Minter Bridge Road looking southeasterly on River Road.
11.	This photo was taken standing just east of the intersection of River Road and Minter Bridge Road looking southeasterly on River Road.

12. This photo was taken standing in a driveway on the north side of River Road looking at the intersection of S.E. Thrush Avenue, a local street and River Road.

13. This photo was taken standing in a driveway on the north side of River Road at the intersection of S.E. Thrush Avenue looking southeasterly on River Road. (See photo on last page)

14. This photo was taken standing at the intersection of River Road and Meadow Lane Drive looking northwesterly on River Road.

15. This photo was taken standing approximately 200 feet northwest of Meadow Lane Drive looking southeasterly along River Road. Pickup in photo is approximately 150 feet west of the City limits line.

16. This photo was taken standing east of the intersection of Rood Bridge Road looking northwesterly on River Road.

8378 Evergreen Cr. Br. Sec. 1976
S. of Philomath
(Grading, paving & structure)

C + A 5449 9-23-75
C + A 5651 5-20-76

8378

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67806-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: County of Benton
Board of Commissioners
Courthouse

Corvallis, OR 97330

Attention of Mr. James Blair
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC 1851

Date July 12, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Evergreen Creek (Bellfountain Rd.) Bridge Section.
FAS 830
Covered by agreement #5651, dated 5/14/76
Project # RS-477(4)

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		To be refunded to County		$1,900.00

Posted

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 9,605.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 7,705.00

Give the number of the last previous request in connection with this same service. CC 1598
1599

Credit distribution:
502-1930
502-1081

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
Gerald Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** July 12, 1978

County Benton **Contract No.** 8378 **Date Completed** 11-8-76

FAS 830 **Section** Evergreen Creek (Bellfountain Rd.) Br.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Project #RS-477(4)		
PE-Consultant	(Fed. Part.)	$5,500.00
Collected from FHWA for PE		$4,717.35
Payment to Contractor		$70,371.10
Engineering		6,233.11
Liquidated damages		- 1,113.75
		$75,490.46
Interest paid to Contractor	(non part.)	36.49
Engineering	" "	65.87
Liquidated damages	" "	-11.25
Federal funds collected for construction		$64,642.63

County share of project costs are as follows:

½ ($5,500.00 + $75,490.46 - $4,717.35 = $64,642.63) + $65.87 + $36.49 - $11.25 = $5,906.35

County advance deposit	PE	$ 605.00
	Construction	9,000.00
Total advance deposit		$9,605.00
County share of Project costs		5,906.35
Refund due County		$3,968.65

Reference: Billing Form CC 1851
CC 1598
CC 1599

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Benton County
Board of Commissioners
Courthouse

Corvallis, OR 97330

Date July 12, 1978

Invoice No.

P. O. No.

ATTN: Mr. James Blair
Director of Public Works

Additional funds to be refunded to Benton County for the Evergreen Creek (Bellfountain Rd.) Bridge Section, FAS 830

$1,798.65

Gerald Wimer

Ref. CC 1851
CC 1598
CC 1599

Project # RS-477(4)

9999-325.00 (89)

7-19-78
G.K.

8378(2)

STATE COPY

9

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-477(4)	2. COUNTY Benton	3. STATE Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Work on this project involved construction of highway roadbed, stone base, pavement, removal of an existing structure and construction of a new bridge over Evergreen Creek. The bridge, Bridge No. 14191A, is 64 feet long and has a roadway width of 34.2 feet. All work was performed on the "Evergreen Creek Bridge Section" of FAS Route 830 approximately two miles southerly of Philomath.

9-8-77
ayKeasey

5. CONTRACTOR'S NAME Holst Construction Co.	6. CONTRACT AMOUNT $70,918.35

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* ______

TITLE ______

RECEIVED
STATE HWY ENGR
SEP 8 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

COPY SENT
SEP 7 1977
Washington

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 20-34 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
		22'-36'	X081	0.088

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY P. V. Riedl, Area Engineer	11. DATE OF INSPECTION 11-19-76

12. IN COMPANY WITH Dick Dalke, Consultant, Larry Wren, Benton Co., Jack Martin, Res. Engr.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Original signed by P.V. RIEDL		16. SIGNATURE Original signed by G. K. Hossner Dist. Engineer G. K. Hossner	
14. TITLE Area Engineer	15. DATE 9-7-77	17. TITLE District Engineer	18. DATE 9-7-77

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMEN.

Memorandum

DEPAR…ENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: April 21, 1977

In reply refer to: 1041B.2

SUBJECT: Oregon Project RS-477(4)
Evergreen Creek Bridge Sect.
Benton County

FROM : G. L. Green, Division Administrator

To : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

We have reviewed the information furnished in your letter of April 18, 1977, concerning the supplemental consultant agreement on the subject project.

As the construction engineering is on an actual cost plus a fixed fee basis, we concur in your recommendation that the amended agreement be approved.

G.K. Hoomer
for G. L. Green

Cy Rulier
4-22-77

RECEIVED
STATE HWY ENGR
APR 22 '77
REFER TO
Bridge
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

PRO 6-2

April 18, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project No. RS-477(4)
Evergreen Creek Bridge Section
Benton County

In regard to your letter concerning the supplemental consultant agreement for the above FAS-C project we are transmitting copies of correspondence documenting the reason for the supplemental agreement. We have contacted our resident engineer in Albany and he has confirmed that the contractor on the project did, through no fault of the consultant engineer, work 18 calendar days beyond the prescribed contract completion date, October 24, 1976 to November 11, 1976. This caused additional construction engineering charges above the originally estimated $3,000.

Since construction engineering is on an actual cost plus a fixed fee basis and the additional costs were at no fault to the consultant we recommend that the amended agreement be approved.

Inasmuch as the county and consultant were not informed of the 90-day time limit for supplemental agreement approvals, we are adopting procedures to more closely monitor consultants so that his actions and agreements meet the requirements of FHPM's.

RHP:CL:ljt

cc: ✓R. H. Prange

NOTED
MINOR C. HOLMES

KRAUS & DALKE
CONSULTING ENGINEERS

428 EAST SECOND AVENUE
POST OFFICE BOX 146
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

TELEPHONE 503-928-2583

April 8, 1977

Benton Co. Road Dept.
360 Avery Avenue
Corvallis, OR 97330

Statement for Professional Services

76-40 Evergreen Creek Bridge Overrun October 24-November 11 Services	$465.15

PROJECT MANAGEMENT
MAY 4 '77
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

APPROVED
5-3-77 Phillip O. Williams
DATE Fed. Aid ENGINEER
PREFIX
502-1087 904 $465.15

REGISTERED PROFESSIONAL ENGINEERS IN OREGON, WASHINGTON, WYOMING, NORTH DAKOTA

by: Connie Baker
Connie Baker
Administrative Secretary

cb

Enclosure

PROJECT MANAGEMENT
MAY 4 '77
REFER TO
FOR
Info | Investigate | R/D | Action | File | Letter | See me

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: March 25, 1977

In reply refer to: 1041B.2

SUBJECT: Oregon Project RS-477(4)
Evergreen Creek Bridge Section

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon
Attn: Larry Rulien, Project Management Engineer

We have reviewed the request for a supplemental agreement to the consultant's agreement for the above project and have several comments in regard to your March 16 request. — Nat in Gen Files 3-29-77

The submission as received does not furnish any details as to reason for the increased costs other than a reference to the contractor's delay in completing the project within the allotted contract time.

Normal procedures have been established to have prior concurrence from both the State and the Federal Division Administrator before any extra work or change in scope of the project is performed. [redacted] has not been met in this case.

Before we can consider this proposal for Federal-aid participation, we will need a review of the work to assure that the scope has changed as provided in Section E of this consultants agreement.

We also recommend that reviews be continuously made to assure that consultants agreements meet the requirements as set forth in the FHPM's.

G. L. Green

Gen? R whatup?

RECEIVED
STATE HWY ENGR
MAR 29 '77
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ROBERT W. STRAUB
GOVERNOR

PRO 6-2

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

March 16, 1977

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Project No. RS-477(4)
Evergreen Creek Bridge Section

Attached for your approval are two copies of a supplemental agreement between Benton County and Kraus & Dalke Consulting Engineers covering an increase of $465.15 in construction engineering costs by the consultant for the subject project.

Approval of this supplemental agreement will involve an additional obligation of $398.00 in federal funds.

We request that one copy of the supplemental agreement be returned approved for our files.

CL:ljt
Att.

cc: Harold Reynoldson

PROJECT MANAGEMENT

MAR 17 '77

REFER TO

FOR

Info	Investigate	R/D	Action	File	Letter	See me

HA - FILED

NOTED
MAINOR C. HOLMES

8378

February 10, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On February 3, 1977, we wrote to you concerning release of final payment on Contract No. 8378 awarded to Holst Construction Company for work on the Evergreen Creek Bridge Section of FAS 830 in Benton County.

Final payment on this contract is $3,420.70 and the total contract amount is $69,246.10. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Holst Construction Co.
76700 High Prairie Rd.
Oakridge, OR 97463

United Pacific Insurance Company
P. O. Box 1788
Eugene, OR 97401

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
John Sheldrake

Mar 2 file

Benton County Public Works Department

360 S.W. AVERY AVENUE
757-6821
PHONE [redacted]
CORVALLIS, OREGON 97330

- ENGINEERING
- SURVEYING
- BUILDING
- ROAD

RECEIVED
FEB 15 1977
BENTON COUNTY
BOARD OF COMMISSIONERS

February 8, 1977

To: County Commissioners

From: Public Works Department

Subject: Supplemental Agreement for Engineering Services on Evergreen Creek Bridge Federal Construction Project

Attached is a supplemental agreement to allow an increase in the construction engineering cost incurred for construction of Evergreen Creek Bridge. The increase is necessary and justified as outlined on the attached letter of December 20, 1976.

The supplemental agreement authorizes an increase of $465.15 to the original construction agreement for $3,000. A cost of $567.08 was incurred by the Engineer as the result of the Contractor exceeding the completion date. The penalty for exceeding the completion date cost the Contractor $750.00 and those costs will be credited to the project.

It can therefore be seen that because of the Contractor's delays the Contractor more than compensated the cost of additional construction engineering.

Please approve this agreement in the spaces provided and mail to Phil Stearns, Region II Federal Aid Engineer, 2960 East State Street, Salem, Oregon 97310. A short letter giving notice of the date of action and the finding justi~~fying that action should~~ accompany the supplemental agreement.

James E. Blair
James E. Blair, P.E.

BR

LP

KRAUS & DALKE
CONSULTING ENGINEERS
428 EAST SECOND AVENUE
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

POST OFFICE BOX 146
TELEPHONE 503-928-2583

December 20, 1976

Mr. Jim Blair
Public Works Director
Benton County
360 SW Avery Lane
Corvallis, OR 97330

Re: Evergreen Creek Bridge
Engineering

Dear Mr. Blair:

As I discussed with you Tuesday, I am forwarding our engineering costs that can be attributed to the contractors delay in getting the project completed on schedule.

Time after completion date October 24 to actual completion November 11:

Steve	24 @	14.32	=	$343.68
Dick	9 @	20.73	=	186.57
Kathy	1 @	6.83	=	6.83
				$537.08
Travel	200 @	0.15	=	30.00
	TOTAL			$567.08

Sincerely,

Richard Dalke, P.E.

RD:jg

REGISTERED PROFESSIONAL ENGINEERS IN OREGON, WASHINGTON, WYOMING, NORTH DAKOTA

SUPPLEMENTAL AGREEMENT

Kraus & Dalke Consulting Engineers
P.O. Box 146
Albany, OR 97321

Federal-aid County System
County of Benton
Evergreen Creek Bridge
Agreement 8378
Contract

Gentlemen:

The County of Benton desires to supplement the agreement entered into with Kraus & Dalke and executed on July 16, 1976 and identified as Agreement No. 8378.

All provisions in the basic agreement remain in effect except as expressly modified by this supplement.

Contract

The changes to the agreement are described as follows:

Construction Engineering will be increased by $465.15 (Authorized Construction Engineering under original agreement - $3000.00).

Cost of project at scheduled completion date October 24, 1976 - $2898.07. Engineering costs incurred from October 24 to November 11 (actual completion date) - $567.08.

The maximum amount payable for Construction Engineering under this agreement as supplemented is now $3465.15.

If you concur in this supplement and agree to the changes as stated above, please sign in the appropriate spaces below and return to this office for final action.

COUNTY APPROVAL: Dale H. Schrock
Chairman

Larry Callahan
Commissioner

Barbara Ross
Commissioner

Sincerely,

Janet E. Blair
County Authorization

Richard Dalke 1-24-77
Richard Dalke, P.E.

January 3, 1977

Mr. M. R. Holst
Holst Construction Company
P. O. Box 692
Oakridge, OR 97463

Dear Mr. Holst:

Evergreen Creek Bridge
FAS 830, Benton County
Contract 8378

Since your telephone call, we have reviewed your request for contract time extension, particularly the circumstances concerning your work schedule and the start of the contract time count.

We note that a written report was made on the July 26 preconstruction conference and that a copy was sent to you. Item 3 of the report concerns your work schedule and we find nothing therein which would indicate the contract time was to be delayed or extended.

We also note that the usual weekly statements of calendar day charges against the contract time were prepared and they show the time elapsing starting with the July 27 date. Mr. Dalke confirms that these weekly statements were either mailed to your office or delivered to your representative at the job site every week. Had it been intended to delay the contract time, a stop work order could have been utilized.

In reviewing the job history, we find no valid basis to now extend the contract time.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc Kraus & Dalke
Consulting Engineers
428 East Second Avenue
Albany, OR 97321

bc H. S. Coulter
C. T. Keasey
R. Church
C. O. Fredrickson

JAB:fr/ESH:ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8378

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 29, 1976

JB

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Evergreen Bridge
Contract No. 8378

TO: E. S. Hunter
Deputy State Highway Engineer

Upon review, I find the information submitted from field on this time request pretty well covers the point about starting work on the project. Copies of four documents are attached. (These are from our file which was returned with your December 16 letter to Holst.)

Two facts could be emphasized to support denying the extension.
1) The written summary of the preconstruction conference was sent to Mr. Holst. Item 3 on it is quite specific.
2) Weekly statements of the accrual of contract time were prepared as usual and copies sent to Holst, or given to his representative on the job. I have confirmed with Mr. Dalke that this was done every week.

These represent reasonable and open communication on behalf of the State and if there was any basis for misunderstanding, Mr. Holst had an obligation to come forth with it then. It would be difficult to grant a participating extension under these circumstances. I suggest Mr. Holst be reminded of the above two items.

JAB:fr

Att.

RECEIVED
Pond
Jackmond
Harwood
Johnsen
Walker
DEC 9 1976
CONSTRUCTION SECTION
Glenn
Berg

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: 502-1087

December 7, 1976
Salem, Oregon

FROM: Gerald W. Wimer
REGION II CONSTRUCTION ENGINEER

SUBJECT: Time Extension Request
Evergreen Bridge
Benton County FAS 830
Contract 8378

TO: C. T. Keasey
CONSTRUCTION ENGINEER

Attached is a formal request from M. R. Holst to increase the allowed 90 calendar days by 15 to a new total of 105 which was the actual time the project took. Accompanying the request is his November 24, 1976 letter which contains three reasons.

These three reasons are reviewed by Consulting Resident Engineer Richard Dalke of Kraus and Dalke in his attached, undated review. Liaison Resident Engineer J. M. Martin has reviewed the matter in his attached December 6, 1976 letter. In summary of Messrs. Dalke, Martin, and this office's review of Mr. Holst's three items is:

1. Pre-construction conference commitments were more an agreement that Mr. Holst did not need to commence the project immediately. This was more a concurrence of his request rather than an order of the engineer.
2. Grout setting delays were a result of the slow setting mix utilized. The mix was proposed by Mr. Holst and concurred to by Mr. Dalke. Usually, high early strengthed grout is utilized and paving equipment can be allowed on the structure immediately after the minimum required strengths have been achieved. Because of the slow set of this particular grout, additional time over early set grout was required. There was some indication that required strengths were not going to be achieved and the grout would either have to be achieved and the grout would either have to be removed or a penalty applied. However, required strengths were substantially achieved in the specified 28 days.
3. Salvaged materials according to the special provisions were to be stockpiled adjacent to the bridge site. Benton County forces were to pick up the salvaged materials. No time limit is specified. Properly done, stockpiled materials could still be on the site even after final completion or an acceptance of the project. This is also not a reason for an extension of time.

In summary of the above, the reasons given by Mr. Holst are not a basis to extend the time on this project and this office, therefore, recommends none be granted. In defense of Mr. Holst, the key element of the project is the amount of time the county road was closed. It was closed less than two months even considering the grout delays. This is good considering the contract allowed three months. However, at the end of the closure, Benton County Engineer Jim Blair was pressing for an even earlier opening which could have been achieved with better grout. Also attached is a copy of the pre-construction summary referred to in Mr. Dalke's write-up.

GWW/dea
Attach.

cc: Kraus & Dalke
Jack Martin

KRAUS & DALKE
CONSULTING ENGINEERS
428 EAST SECOND AVENUE
ALBANY, OREGON 97321

HOWARD G. KRAUS, P.E
RICHARD DALKE, P.E

POST OFFICE BOX 146
TELEPHONE 503-928-2583

Supplement to Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

0009

Subject: Evergreen Creek Bridge
FAS 830
Benton County
Contract No. 8378
Prefix 502-1087
F.A.P. No. RS-477(4)

Following is a schedule of events on the Evergreen Creek Bridge project:

Final Prestressed Piling Cast	July 13, 1976
Preconstruction Conference	July 26, 1976
Final Prestressed Slab Cast	July 27, 1976
Beginning Day of Calendar Day Count	July 27, 1976
First On-Site Work Done	Sept 16, 1976
90th Day of Calendar Day Count	Oct 24, 1976
Contractural Work Substantially completed	Nov 11, 1976

In the letter from Mr. Holst which accompanied his request for a time extension, his argument seems to hinge on his belief that at the preconstruction conference he was requested by our office and Benton County to delay the start of construction. In listening to the tape recording made at the preconstruction conference, it was Mr. Holst who stated that he wished to delay the start of construction for at least 2 weeks from the date of the preconstruction conference. His reason for delay was a conflict in the scheduling of his work force. He also wanted to be sure that the piling and slabs would be available when he needed them. By looking at the above schedule of events it can be seen that obtaining the piling and slabs would not have delayed his proposed work schedule. The tape recording also indicated that delaying the start of construction 2 weeks would not conflict with the farmers in the area harvesting their corps.

Mr. Holst's letter also indicates that he was to have been notified when he could start work. The only communication discussed at the preconstruction conference was that Mr. Holst was to notify the County prior to beginning construction so that the County could close the road. This was clearly stated in a written summary of the preconstruction conference that was sent to Mr. Holst within a few days of the conference.

Mr. Holst's argument that the cool weather resulting from his late start delayed the curing of the shear key grout has no merit. First of all, it was his responsibility to determine the starting date of construction. Secondly, the weather had no affect on the curing of the grout in the test cylinders since they were cured under laboratory conditions.

Mr. Holst's last reason which deals with the removal of the existing bridge was a problem of communications between his workers and the County forces, and perhaps some misunderstanding of the specifications on his part. The contractor was to remove the bridge and salvage the caps and stringers for the County to pick up. The County had picked up all the salvaged material they wanted and it was up to the contractor to clean up the debris. He apparently thought that the County was to clean up all material that he had set aside, or that they still wanted some of the old bridge. In either case, the delay that might have been caused by this was insignificant and does not in my opinion justify an extension of time.

In conclusion, I feel that no extension of time is justified. The contractors reason for running beyond completion date was primarily due to his getting on the job too late (almost two months after pre-construction conference).

Yours Truly,

Richard Dalke, P.E.
Resident Engineer

RD/ks

cc: Jack Martin
Jim Blair

[illegible]
Region

EVERGREEN CREEK BRIDGE

Preconstruction Conference

July 26, 1976

The preconstruction conference for the Evergreen Creek Bridge project was held on July 26, 1976 in the Benton County Engineers office. Those in attendance were as follows:

M. R. Holst	Holst Construction Co.
Gerald Wimer	O. S. H. D.
Al Harwood	O. S. H. D.
Jack Martin	O. S. H. D.
Jim Blair	Benton County
Dick Dalke	Kraus & Dalke
Steve Runner	Kraus & Dalke

The following topics were discussed at the above meeting:

1. EEO Requirements

   Mr. Runner reviewed the E.E.O. requirements as set forth in the special specifications. The points covered included the placing of all necessary E.E.O. posters, submission of weekly payroll, submission of contractor's monthly E.E.O. report, submission of the contractor's wage certification, and the holding of periodic staff meetings by the contractor to explain E.E.O. to his employees. Mr. Martin pointed out that the contractor's wage certification is to be submitted at the time of the first estimate, the last estimate, and anytime a job classification is added or changed. Mr. Blair asked that a copy of the wage certification be forwarded to his office for their files.

2. Utility Conflicts

   No utility conflicts are anticipated on this project and since none of the utility companies notified were present at the meeting it is assumed that they were in agreement.

   Mr. Blair said that the slope easement on the west side of the bridge has been obtained.

3. Contractor's Work Schedule

Mr. Holst said that he had not wanted to prepare a work schedule until speaking with others involved. He said that his wish was to delay the start of the project for a few weeks until all materials and personnel were available. He said that he would then move onto the job and try to complete it in the shortest amount of time possible. All were in agreement with this policy. Mr. Blair asked that Mr. Holst notify him as soon as he is firm on his beginning date (at least 1 week prior to beginning) so that he may take care of the signing and notify the papers of the road closure.

4. Subcontractors and Suppliers

Mr. Holst said that he had not compiled a list of suppliers, but would send a list. He said that he would get his concrete from either Wildish or Morse Bros., whoever has an approved mix design.

5. Other

Mr. Martin asked if the prestress camber had been taken into account on this design, questioning whether an adjustment should be made. While the camber had not been specifically dealt with, it could be seen by observing the roadway profile that the camber would match nicely with the grade.

Mr. Holst was asked if he had made arrangements to dispose of the excess excavated material. He said that no specific arrangements had been made. Mr. Blair suggested that there would probably be people in the area who would be glad to have the material.

At this point the meeting was adjourned. A tape recording of the conference is available at the office of Kraus & Dalke Consulting Engineers Albany, Oregon.

FORM E-30 (REV 10 61)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Albany, Oregon 97321
December 6, 1976

SUBJECT: Request for Time Extension
Evergreen Creek Bridge
Benton County
Contract No. 8378

To: Gerald W. Wimer
Construction Engineer,
Region II

I have reviewed the letter by Resident Engineer Richard Dalke wherein he recommends denial of Holst Construction Company's request for an extension of time on subject contract.

The chronological schedule of events as detailed in Dalke's letter is supported by records in this office and my personal knowledge of the facts relative to the matter.

At the preconstruction conference Mr. Holst did in fact indicate his desire to delay commencement of work until the prestressed sections were available. He was to notify Benton County when to close the road. Neither Benton County nor Kraus & Dalke requested a delay in commencement of work.

Perhaps there was some misunderstanding over delaying start of work. But I believe Mr. Holst is too canny to allow an enforced delay to be imposed upon him without resort to a letter or a formal agreement. By his own admission he was granted "permission" to start on September 9th. However, he didn't start work until September 16th.

In conclusion, I know of no reason to oppose Dalke's recommendation.

JMartin
J. M. Martin
Resident Engineer

Oregon State
Highway Division

WEEKLY STATEMENT OF CALENDAR DAY CHARGES

County: Benton

Section: Evergreen Creek Bridge

Highway: FAS 830

Contract No. 8378

Kind of Work: GP & S

Week of: 7-31-76

Date of Statement: 7-31-76

CONTRACTOR: Holst Construction Co.

UNIT OF WORK									REASON FOR NOT CHARGING AS CALENDAR DAY
BEGINNING DATE OF CALENDAR DAY COUNT.			7/27						
Day of Week	Day of Month	Predominant Weather							
Sun.	25		0						
Mon.	26		0						
Tue.	27		1						
Wed.	28		1						
Thu.	29		1						
Fri.	30		1						
Sat.	31		1						
TOTAL FOR CURRENT WEEK			5						
TOTAL CALENDAR DAYS CHARGED ON PREVIOUS WEEK'S STATEMENT			0						
REVISIONS (+ or —) (Explain Below)			0						
CALENDAR DAYS CHARGED TO END OF CURRENT WEEK			5						
LIMITING NUMBER OF CALENDAR DAYS			90						
CALENDAR DAYS REMAINING			85						
EXCESS CALENDAR DAYS USED			0						

COMMENTS:

Date Mailed to Contractor: 7-31-76

Signed By _____ Resident Engineer

DISTRIBUTION
_____ Original to Contractor's Headquarters
_____ Duplicate to Contractor's Representative on Job
_____ Triplicate and quadruplicate to Bridge or Construction Engineer in Salem
_____ Quintuplicate to Division Engineer, to be destroyed when final estimate is paid
_____ Sextuplicate retained by Resident Engineer, to be destroyed when final estimate is paid

Form 81-734-3483

Oregon State
Highway Division

WEEKLY STATEMENT OF CALENDAR DAY CHARGES

County: Benton
Section: Evergreen Creek Bridge
Highway: FAS 830
Contract No.: 8378
Kind of Work: GP & S
Week of: Aug 1-7, 1976
Date of Statement: 8-6-76
CONTRACTOR: Holst Construction

UNIT OF WORK			Br.						
BEGINNING DATE OF CALENDAR DAY COUNT			7/27						REASON FOR NOT CHARGING AS CALENDAR DAY
Day of Week	Day of Month	Predominant Weather							
Sun.	1	—	1						
Mon.	2	P. Sunny	1						
Tue.	3	Overcast	1						
Wed.	4	Overcast	1						
Thu.	5	Overcast	1						
Fri.	6	Overcast	1						
Sat.	7	—	1						
TOTAL FOR CURRENT WEEK			7						
TOTAL CALENDAR DAYS CHARGED ON PREVIOUS WEEK'S STATEMENT			5						
REVISIONS (+ or —) (Explain Below)			0						
CALENDAR DAYS CHARGED TO END OF CURRENT WEEK			12						
LIMITING NUMBER OF CALENDAR DAYS			90						
CALENDAR DAYS REMAINING			78						
EXCESS CALENDAR DAYS USED			0						

COMMENTS:

Date Mailed to Contractor: 8-6-76

Signed By ______ Resident Engineer

DISTRIBUTION
- ____ Original to Contractor's Headquarters
- ____ Duplicate to Contractor's Representative on Job
- ____ Triplicate and quadruplicate to Bridge or Construction Engineer in Salem
- ____ Quintuplicate to Division Engineer, to be destroyed when final estimate is paid
- ____ Sextuplicate retained by Resident Engineer, to be destroyed when final estimate is paid

orm 81-734-3483

Oregon State
Highway Division

WEEKLY STATEMENT OF CALENDAR DAY CHARGES

County: Benton
Section: Evergreen Creek Bridge
Highway: FAS 830
Contract No.: 8378
Kind of Work: GP & S
Week of: 8/ 8-14 / 76
Date of Statement: 8/ 13/ 76
CONTRACTOR: Holst Construction Co.

UNIT OF WORK									REASON FOR NOT CHARGING AS CALENDAR DAY
BEGINNING DATE OF CALENDAR DAY COUNT			7/27						
Day of Week	Day of Month	Predominant Weather							
Sun.	8	———	1						
Mon.	9	Sunny	1						
Tue.	10	Sunny	1						
Wed.	11	Sunny	1						
Thu.	12	Sunny	1						
Fri.	13	Overcast, Rain	1						
Sat.	14	———	1						
TOTAL FOR CURRENT WEEK			7						
TOTAL CALENDAR DAYS CHARGED ON PREVIOUS WEEK'S STATEMENT			12						
REVISIONS (+ or —) (Explain Below)			0						
CALENDAR DAYS CHARGED TO END OF CURRENT WEEK			19						
LIMITING NUMBER OF CALENDAR DAYS			90						
CALENDAR DAYS REMAINING			71						
EXCESS CALENDAR DAYS USED			0						

COMMENTS:

Date Mailed to Contractor: 8/ 13/ 76

Signed By _______ Resident Engineer

DISTRIBUTION
- ____Original to Contractor's Headquarters
- ____Duplicate to Contractor's Representative on Job
- ____Triplicate and quadruplicate to Bridge or Construction Engineer in Salem
- ____Quintuplicate to Division Engineer, to be destroyed when final estimate is paid
- ____Sextuplicate retained by Resident Engineer, to be destroyed when final estimate is paid

Form 81-734-3483

Contract Payments

Oregon State Highway Division **WEEKLY STATEMENT OF CALENDAR DAY CHARGES**	County Benton Section Evergreen Creek Bridge Highway FAS 830	Contract No. 8378 Kind of Work GP & S Week of Ag 15-21, 1976
CONTRACTOR Holst Construction Co.		Date of Statement 8-20-76

UNIT OF WORK									REASON FOR NOT CHARGING AS CALENDAR DAY
BEGINNING DATE OF CALENDAR DAY COUNT			7/27/76						
Day of Week	Day of Month	Predominant Weather							
Sun.	15	——	1						
Mon.	16	Rainy	1						
Tue.	17	P. Sunny	1						
Wed.	18	Sunny	1						
Thu.	19	Overcast	1						
Fri.	20	Overcast	1						
Sat.	21	——	1						
TOTAL FOR CURRENT WEEK			7						
TOTAL CALENDAR DAYS CHARGED ON PREVIOUS WEEK'S STATEMENT			19						
REVISIONS (+ or —) (Explain Below)			0						
CALENDAR DAYS CHARGED TO END OF CURRENT WEEK			26						
LIMITING NUMBER OF CALENDAR DAYS			90						
CALENDAR DAYS REMAINING			64						
EXCESS CALENDAR DAYS USED			0						

COMMENTS:

Date Mailed to Contractor 8-20-76	**Signed By** Resident Engineer

DISTRIBUTION

- ____ Original to Contractor's Headquarters
- ____ Duplicate to Contractor's Representative on Job
- ____ Triplicate and quadruplicate to Bridge or Construction Engineer in Salem
- ____ Quintuplicate to Division Engineer, to be destroyed when final estimate is paid
- ____ Sextuplicate retained by Resident Engineer, to be destroyed when final estimate is paid

Form 81-734-3483

Oregon State
Highway Division

WEEKLY STATEMENT OF CALENDAR DAY CHARGES

County: Benton

Section: Evergreen Cr. Bridge

Highway: FAS 830

Contract No.: 8378

Kind of Work: G, P, + S

Week of: Aug 22-28, 1976

Date of Statement: 8-27-76

CONTRACTOR: Holst Construction Co.

UNIT OF WORK										REASON FOR NOT CHARGING AS CALENDAR DAY
BEGINNING DATE OF CALENDAR DAY COUNT			7/27/76							
Day of Week	Day of Month	Predominant Weather								
Sun.	22	—	1							
Mon.	23	Sunny	1							
Tue.	24	P Sunny	1							
Wed.	25	Overcast, Scat. Show.	1							
Thu.	26	Sunny	1							
Fri.	27	Sunny	1							
Sat.	28	—	1							
TOTAL FOR CURRENT WEEK			7							
TOTAL CALENDAR DAYS CHARGED ON PREVIOUS WEEK'S STATEMENT			26							
REVISIONS (+ or —) (Explain Below)			0							
CALENDAR DAYS CHARGED TO END OF CURRENT WEEK			33							
LIMITING NUMBER OF CALENDAR DAYS			90							
CALENDAR DAYS REMAINING			57							
EXCESS CALENDAR DAYS USED			0							

COMMENTS:

Date Mailed to Contractor: 8-27-76

Signed By: Resident Engineer

DISTRIBUTION
- _____Original to Contractor's Headquarters
- _____Duplicate to Contractor's Representative on Job
- _____Triplicate and quadruplicate to Bridge or Construction Engineer in Salem
- _____Quintuplicate to Division Engineer, to be destroyed when final estimate is paid
- _____Sextuplicate retained by Resident Engineer, to be destroyed when final estimate is paid

Form 81-734-3483

8378

4

December 16, 1976

Holst Construction Company
76700 High Prairie Road
P. O. Box 692
Oakridge, OR 97463

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8378 for work on the Evergreen Bridge in Benton County.

Careful consideration was given to the reasons you submitted. In light of the available facts, this extension is denied, as the reasons you submitted were not found valid for extension.

The delay in starting the work was apparently due to your scheduling, rather than an order from the engineer. The slow development of grout strength was determined by test cylinders in a controlled laboratory environment. The last clean-up of the old structure did not delay completion, as reports indicate other regular contract work in progress up to the November 8 completion date.

If there are pertinent facts which have not yet been considered, you should submit them to the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
C. O. Fredrickson

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8378

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 14, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Evergreen Bridge
Contract No. 8378
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Holst Construction Company requests a 15-day extension of this contract time citing three reasons, or circumstances:

1. An alleged informal request on the part of the consulting engineer which supervised the project, and/or Benton County, to delay the start of work until certain agricultural hauling was over (this is not confirmed by the engineer). The delay was apparently for the contractor's own convenience.

2. Alleged cool, damp weather delaying cure of grout used to set the slabs, allegedly aggravated by seasonal impact of the earlier delay mentioned above. This is also not confirmed. The grout chosen by the contractor did set more slowly than usual, but the data is based on test cylinders which were cured under laboratory conditions and these are the ones that gained strength slowly, although they ultimately met the 28-day requirement.

3. An alleged delay related to caps and stringers salvaged from the old structure which was replaced. The contract required that the contractor "salvage the existing stringers and pile caps in sections and stockpiled them adjacent to the bridge site." The facts on this matter are not completely clear to me. The consulting engineer states that the material the contractor is referring to was really clean up left after the County had picked up all the salvaged material they wanted. Anyway, the consultant states (and the Weekly Reports confirm this) that the time associated with this item is insignificant. The contractor was doing other regular required work right up to the November 8 completion date.

The consultant recommends against the time extension and our assigned liaison engineer and the region concur that the extension request be denied. Their letters are attached. After reviewing this material and the project record, I concur that the request be denied. There are 15 days liquidated damages at $75 per day for $1,125.

This is a federal-aid secondary project. A rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
HWY ENGR
1 '76
FOR
Info Inves R&D D/R Sign Act File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8378 Contractor Holst Construction Co.

Highway FAS 830 (Bellfountain Road)

Section Evergreen Creek Bridge

Kind of Work Grading, Paving, Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or ~~GRANTED~~. The reasons for such recommendation are as follows:

Recommend that this time extension be denied. The reasons given by Holst Construction Company were not found valid for time extension.

Recommended for Approval:

Gerald Wiener
Regional Engineer

for
Construction Engineer or ~~Bridge Engineer~~

E S Hunter
Deputy State Highway Engineer

Contract No. 8378

Project designation RS-477(4)
State-Federal

Date awarded 7/15/76

Work started 9/16/76

Per cent completed 100%
Date

No. of ~~Workdays~~ Calendar Allowed 90

No. of ~~Workdays~~ Calendar Used 105

No. of Added Workdays Requested

SP*67865-734

E-230 (Rev. 3-73)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 11-24, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 105 days, within which to complete our Contract No. 8378, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE CONTRACTOR'S ATTACHED LETTER

Respectfully submitted,

Holst Const Co.
Contractor

By M R Holst President

CONSENT OF SURETY

Date November 29, 1976

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Stanley P Duyck
Stanley P. Duyck, Attorney-in-fact

(SEAL)

Stanley P Duyck
Stanley P. Duyck, Resident Agent

HOLST
CONSTRUCTION CO.

76700 HIGH PRAIRIE RD. PH. 782-2880
P O BOX 692 OAKRIDGE, OREGON 97463

November 24, 1976

Draus & Dalke Consulting Engineers
428 S.E. 2nd. Street
Albany, OR 97321

Attn: Dick Dalke

Re: Evergreen Creek Bridge

Dear Sir:

Our request for 15 additional work days are based on the following reasons:

At the pre-work conference held on July 26, 1976 it was requested by Krause & Dalke's representative also, the Benton County representative that we not start work at that time. Because the farmers were in the middle of the harvest season and needed Bellfountain Road open.

Perhaps through a misunderstanding. I was expecting to be notified when I could start. On approx. September 9 I called Krause & Dalke's office for permission to start which was granted.

Because of the cool damp weather latter in the year, we had to wait 10 extra days for the groute to set in the slabs. This would not have been necessary if we could have started at an earlier date.

As per specifications the County was to remove the Caps and stringers from the old bridge. It was necessary for me to call your office requesting this be done on2 different occasions because it was interfering with our work.

Very truly yours,

M. R. Holst

M. R. Holst.

8378

15

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

November 29, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

SUBJECT Notification Contract Work Completed
Federal Aid Project No. RS-466(4)

Contract 8378, Work Completed 11-8-76

Project Evergreen Cr. Bridge

Highway FAS 830

Count(y)(ies) Benton

RDC:eb

cc: R. D. Church

837 75

FORM 81-734-3C01

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Evergreen Creek Bridge	WEEK ENDING November 13, 1976
		SECTION PREFIX 602-1087
	HIGHWAY FAS 830	COUNTY Benton
NAME OF JOB Evergreen Creek Bridge	KIND OF WORK Grading, Paving, and Structure	
CONTRACTOR Holst Construction Co.	CONTRACT NUMBER 8378	FEDERAL AID PROJECT NUMBER RS-477 (4)
DATE OF CONTRACT 7/27/76	DATE WORK STARTED 9/16/76	ESTIMATED COMPLETION DATE 10/24/76
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN 2 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 90	WORK DAYS USED CALENDAR DAYS USED 105
PROJECT AUTHORIZATION: $81,430.52	SPECIFIED COMPLETION DATE 10/24/76	PERCENT OF TIME ELAPSED 116
EXCLUSIVE OF ENGINEERING: $74,318.68	ENGINEERING AUTHORIZATION $7,111.84	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $71,001.35	ENGINEERING COST TO DATE $4,100.28	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT: OVERRUN UNDERRUN 4.7 %	PERCENT OF AUTHORIZATION 58 %	DATE PROJECT WAS COMPLETED

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
----	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Backhoe, Dump Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	14191A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	-------	104		
MONDAY	sunny, clear	105		
TUESDAY	sunny, clear	0		
WEDNESDAY	sunny/rain	0		
THURSDAY	sunny, clear	0		
FRIDAY	sunny, clear	0		
SATURDAY	-------	0		BEN GIFFORD

Routing
Keasey
Bonds
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
NOV 16 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	-------
MONDAY	Contractor installed rail end pieces as far as he could End shoes not yet delivered
TUESDAY	N.A.
WEDNESDAY	Contractor completed rip-rap at bridge corners
THURSDAY	N.A.
FRIDAY	N.A.
SATURDAY	N.A.

REMARKS

SIGNED Richard Clark LOCATION

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Benton Co. Bd. of Commissioners
Courthouse
Corvallis, OR 97330

Attention of Mr. James Blair
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1598

Date August 17, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering Advance Deposit $605.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the Evergreen Creek (Bellfountain Rd.) Bridge, FAS 830		$505.00
		Covered by agreement dated 4/29/75		
		To be retained		$100.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 605.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
502-19~~29~~30-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved:
George M Hopkins
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Benton Co. Bd. of Commissioners
Courthouse
Corvallis, OR 97330

Attention of Mr. James Blair
Director of Public Works

Request No. (assigned by staff engineer or head of division) cc 1599

Date August 16, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: (Construction) Advance Deposit $9,000.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Evergreen Creek (Bellfountain Road) Bridge FAS 830		$7,200.00
		Covered by agreement dated 4/29/75		
		To be retained		$1,800.00

If payer has made payment for this service, indicate the amount of payment. $

Credit distribution: 502-1081-297

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 9,000.00

Submitted by: Harold Reynoldson
Harold Reynoldson

Is this a partial or final request for billing? Partial

Approved:
Division Engineer

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Approved: George N. Hopkins
G. N. Hopkins Department Head or Staff Engineer

Give the number of the last previous request in connection with this same service.

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

8378 | STATE COPY | 15

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-90	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-6-7!	State Oregon County Benton Project No. RS-477(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., approx. 6 mi. S.W. of Corvallis (Bellfountain Rd.)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-15-76	0.099
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 89,316.00	$ 69,835.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION

(Official name of Highway Agency)

By

Deputy ~~Asst.~~ State Highway Engineer

(Title)

By

(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By

(Division Administrator)

for: G. L. Green

Date executed by Division Administrator AUG 16 19

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

[illegible] File

Oregon State Highway Division
Salem, Oregon, August 4, 1976

Federal-aid Project
No. RS-477(4)

EVERGREEN CREEK BRIDGE SECTION
CORVALLIS-NEWPORT HWY. IN BENTON COUNTY

Project Agreement Estimate.

Type Code PE			
Preliminary Engineering	All Required		$ 8,000.00
Type Code X081			
Structure (Incidental Roadway) Br. No. 14191A (Sta. 1+90 to Sta. 6+55)			
General Excavation	565 cu.yds.	$ 4.25	$ 2,401.25
Trench Excavation	51 cu.yds.	6.50	331.50
Finishing Roadbed And Slopes	All Required		2,600.00
Watering	All Required		700.00
1"-0 Aggregate Base	735 cu.yds.	6.86	5,042.10
Class "C" Asphalt Concrete	290 tons	17.10	4,959.00
15 inch Culvert Pipe	161 lin.ft.	8.50	1,368.50
Guardrail, Type 2A	125 lin.ft.	12.00	1,500.00
Guardrail Anchors Type 1	4 only	200.00	800.00
Rail End Pieces, Type C	4 only	140.00	560.00
Loose Riprap, Class 100	95 cu.yds.	16.00	1,520.00
Bridge Removal Work	All Required		5,500.00
Structure Excavation	50 cu.yds.	12.00	600.00
Furnish Pile Driving Equipment	All Required		3,000.00
Furnish 14" Prestressed Concrete Piling	408 lin.ft.	9.75	3,978.00
Drive Prestressed Concrete Piles	408 lin.ft.	1.00	408.00
Structure Concrete, Class 3000 (18 cu.yd.)	All Required		2,700.00
4'x60'/75' Prestressed Slabs	9 only	3,200.00	28,800.00
Reinforcement (1,100 lbs.)	All Required		900.00
Metal Rail	125 lin.ft.	26.00	3,250.00
			$ 70,918.35
Anticipated Items			
Temporary Erosion Control (E.W.)	All Required		100.00
		Subtotal	$ 71,018.35
		Engineering	10,297.65
		TOTAL	$ 81,316.00

Length of Project - - - 0.083 mile
Length of Structure - - 0.011 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 8,000.00	$ 6,255.00	$ 872.00	$ 873.00
Structure	81,316.00	63,580.00	8,868.00	8,868.00
TOTAL	$89,316.00	$69,835.00	$ 9,740.00	$ 9,741.00

Group 1 - 100%

Contract No.

Prefix Nos. 502-1930 (P.E.)
502-1087 (Constr.)

EVERGREEN CREEK BRIDGE SECTION
NONPARTICIPATING - STATE WORK

State Responsibility for Damages	All Required	$ 100.00

FAS 830
Benton Co

June 29, 1976

Benton County
Board of Commissioners
Courthouse
Corvallis, OR 97330

Attn: James Blair
Director of Public Works

Gentlemen:

On June 24, 1976, a satisfactory bid was received from the Holst Construction Company, 76700 Hi Prairie Rd., Oakridge Oregon, 97463, P.O. Box 692 for the Evergreen Creek Bridge over Bellfountain Road, FAS 830. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$70,918.35
Temp. Erosion Control	100.00
State Responsibility for Damages	100.00
4½% Contingencies	3,200.33
10% Engineering	7,111.84
Estimated Total Cost	$81,430.52

County's Advance Deposit:
11% of $81,430.52 = $8,957.36 or say
$9,000.00.

Please make your check in the amount of $9,000.00 payable to the Oregon State Highway Division and send it to Mr. Phil Stearns, Region 2 Federal Aid Engineer, P.O. Box 30, Salem 97310.

Very truly yours,

Robert H. Prange
Rural Engineer

Check in Finance 7/15/76
OK To Award
Told C. Nelson
Stearns is sending A.D. Form

HR:dp

bc: w/att: Phil Stearns-Upon receipt of county's check, notify Carl Nelson at 378-6563, attach copy of notification of advance deposit and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☐ ADE2 ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

8377

Yellow
FAS830

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon

FILE:

June 11, 1976

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Evergreen Creek Bridge Sec.
FAS 830 (Bellfountain Rd)
Benton County

TO: Kesys & Dalke
RESIDENT ENGINEER

The attached lists are the results of profile grade computations made by the 370 IBM system. If a revised computation is required showing additional breaks or correcting errors, mark the requirements on the data sheets clearly, with a note of explanation, and return to the Road Design Engineer for a rerun. The columns contain data as indicated below:

STATION	ELEVATION	OFFSET	TAN. ELEVATION	GRADE AHEAD
526+00	172.01	0.03	171.98	.355645
526+50	172.16	0.0	172.16	.355645

The profile grades included in this tabulation are as follows:

9068	00	Mainline, Centerline	Profile Grade
	01	Mainline, Centerline	Subgrade

Attachment

8375 95

May 20, 1976

Board of County Commissioners
Benton County
Courthouse
Corvallis, OR 97330

Attention: Bill Flynn
Director of Records

MISC. CONTRACTS and
AGREEMENTS No. 5651

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering construction of the Evergreen Creek Bridge Section of the Bellfountain Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit 4 21 76

Subject: Federal Aid Project No. RS-477(4)
Project Name Evergreen Creek (Bellfountain Road) Bridge Section
FAS 830 Benton County

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☑ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☑ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☑ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Corvallis, Oregon, this 21st day of April, 1976

County of Benton

Jeanette Simerville
~~County Judge~~/Chairman

Dale D Schrock
Commissioner

Larry Callahan
Commissioner

C.C. John Oaks

RECEIVED
COUNTY & CITY SECTION
MAY 5 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ RPE ☐

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

8378 13

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
-477(4)

STATE PROJECT NO.
Evergreen Creek Bridge

COUNTY NAME
Benton

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-59

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 21 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
4/15/76	4/15/76	Secondary Route 830
		STATE ROUTE NUMBER County Road

GENERAL LOCATION:
County Road approximately 6 miles SW of Corvallis (Bellfountain Road)

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☐ OTHER *(Specify)*
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 8/5/75 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 4/12/76 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $90,000, Federal funds $70,370 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4/15/76	for	Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 8-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1970-631-088

8371 13

~~PRO 6-2~~

April 12, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
D. E. SWAN

FROM fort. W. Rulien
Project Management Engineer

SUBJECT Project No. RS-477(4)
Evergreen Creek Bridge Section
Benton County

We hereby request your authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project as programed at an estimated total cost of $90,000 with obligation of $70,370 in federal funds.

CL:ljt

cc: D. E. Swan
H. Reynoldson

FAS 830
Benton Co

March 5, 1976
(date)

Mr. James Blair
Director of Public Works
Benton County Courthouse
Corvallis, OR 97330

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Unit State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 830, Bellfountain Road

Section Evergreen Creek Bridge Section: Grade; Pave; Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
COUNTY & CITY SECTION
MAR 17 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

3-11-76
(date)

By James E. Blair
Director of Public Works

By Jeanette Simerville
Commissioner

By Dale D. Schrock
Commissioner

cc: Duane Ridings
Proj Mgt.

fas 830
Benton

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: BR 14191A

Salem, Oregon
March 5, 1976

FROM: WALTER J. HART
Walter J. Hart
Bridge Engineer

TO:
Mr. Phil Stearns
Federal Aid Engineer
Region 2

SUBJECT:
Evergreen Cr. Br. Section
FAS 830
Bellfountain Road
Benton County
Bridge 14191A

Attached are two copies of the drawings for this project. The estimated cost, including an allowance for engineering and contingencies, is $86,000.

These are being sent to you to obtain Benton County's approval. Please return one set to this office with the County Commissioner's approval stamped thereon.

JMT:dh
Attachment

cc D. N. Harwell

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1976
☐ ENGR. ☐ COOR. ☑ CE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

1371

15

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Evergreen Creek Bridge

Highway: F.A.S. 830

County: Benton

Prefix: 502-1930

Res. Engr:

Date January 27, 1976

Ten Year
Traffic Coefficient 7.5

18 kip s.a. per day 55.4

R value 7

Frost Penetration --------------

CBE Total Requirement 24.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C.(F.A.)	4.0
4.0"	A.C.(I)	8.0
12.0"	A.B.	12.0
18.0"		24.0

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
JAN 28 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City

8378

Contract No. 8378

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: PRO 4-3

SALEM, OREGON

October 22, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Evergreen Creek Bridge
Bellfountain Road
Benton County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

Approved (10/24/75

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 2 : C. O. Fredrickson
District 4 : H. C. Johnson

RECEIVED
STATE HWY ENGR
OCT 21 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 15, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon RS-477(-)
Evergreen Creek Bridge
Bellfountain Road
Benton County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

The subject project assessment submitted with Mr. Rulien's September 29 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

for William H. Kappus
G. L. Green

CC:
OSHD (Potter)
OSHD (Laux)
Eddie Welsh, Reg Env

RECEIVED
STATE HWY ENGR

OCT 1[illegible] '75

REFER TO Rulien

FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy Schroeder

[illegible]	ACTION	INFO
[illegible] ENGINEER		
[illegible] ENGR.		
[illegible] ENGR.		
[illegible] CITY		
FEDERAL AID		
[illegible]		
[illegible]		
[illegible] SCHEDULE		
REMARKS:		

OCT 17 1975

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 24, 1975

A. PROJECT IDENTIFICATION

Name of Project Evergreen Creek Bridge (Section) RS-447 (-)

Location of Project Bellfountain Road; County Road No. 25100 (Highway Name) (FAS 830) (Highway No., US - ORE)

(City) Benton (County) II (Region)

Program Federal-Aid Secondary (Funding) $70,000 (Estimated Cost) 502-1930 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To replace existing under capacity bridge over Evergreen Creek on Bellfountain Road. Existing bridge was under designed in 1959 for reasons unknown. Presently posted with 5 ton load limit and has HS-9 rating.

Origin and History: The present bridge, built in 1959, is constructed of untreated fir decking and strings and treated fir piling. A recent inspection of the bridge revealed a leaking surface and failures in the deck and bulkhead. Most traffic using this bridge is H-20 to HS-20 loading and causes excess deflection and stress. Bridge is vital to farm traffic in the area. Project initiated by County Engineer's recommendation to County Commissioners at time of application.

C. DESCRIPTION OF PROJECT

Length 55 feet long by 24.8 feet wide.

Termini The bridge location is approximately 0.8 mile north of the intersection of Bellfountain Road with County Road No. 25280.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No new right-of-way required, 60 feet presently available.

Typical Section The existing road has an 18-foot paved surface with narrow gravel shoulders.

Structures Prestressed concrete slab on spread footing or piling. The structure is being designed by a consultant. Suggested dimensions are for a 50-foot long by 36-foot wide structure. Constructed on existing grade and alignment.

Characteristics (ADT) Vehicles of all types - 500.

Other General Information (or Supplemental information to items) Bellfountain Road and Hwy. 99W are the only north-south routes in Benton County. The bridge is limited to five tons which restricts the heavier loads from using the bridge, resulting in increased travel time for those affected. Replacement of the structure is recommended. Heavy farm to market traffic is present in the summer season. School bus uses this bridge during the school year.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Since this is a replacement project, no route change was considered. The general area, Seahauffer Flats is subject to frequent winter flooding so culverts were not considered to be cost effective. It is not considered to be economically feasible to consider the 100 year flood frequency in the bridge design.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ **Tentative Date(s)** ______

A-95 Review: ☐ Not Required ☒ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The topography of the immediate area is fairly flat to marshy. The origin of Evergreen Creek is in the eastern side of the Coastal Mtns., about 6 miles to the west of the bridge site; the total fall to this point being about 800 feet. The gradient in the immediate area is negligible and as a result, the bridge is subject to frequent flooding. The local area is farm land with grass seed being the major crop. The soil, classified as Dayton Silty Loam, lies over a clay strata and is characterized by slow to ponded runoff. Evergreen Creek joins Muddy Creek approximately 3/4 mile to the east of the project. Evergreen Creek is nearly dry in the summer months (anticipated construction season), with localized ponding confined to low areas in the stream bed. The existing bridge opening is more than adequate for normal flood flows. However, the bridge and roadway crossing the valley floor were overtopped in 1964 and 1974. Floods of this magnitude are considered to be in the 100 year frequency. There are no known fish in this creek, except for a few possible scrap fish.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)
The immediate area is used solely as farm land and is zoned for Exclusive Farm Use. No change in land use, noise level, air esthetics, or utilities is expected from this replacement, except for normal construction operations and a possible increase in truck traffic.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

No new right-of-way required.

Consequences:

None.

2. Estimated Changes in Traffic Patterns:

Temporary rerouting to Highway 99W or South Philomath Road during construction.

Consequences:

Most traffic using this route is going to or coming from Corvallis and Philomath. The rerouting will feed into routes leading to the cities, resulting in minimal time loss. It is anticipated that the road in the bridge vicinity would be closed for approximately 30 days. Mail delivery, school busses and emergency vehicles can serve the area by alternate routes.

3. Estimated Changes in Land Use:

None expected.

Consequences:

None.

4. Expected Adverse Effects on Natural Ecological Resources:

None.

Consequences:

None.

5. Expected Adverse Effects on Cultural and Scenic Resources:

Temporary construction oeprations.

Consequences:

Not significant.

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

None apparent.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

  ☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

☒ Assessment Only

☐ Section 4(f)

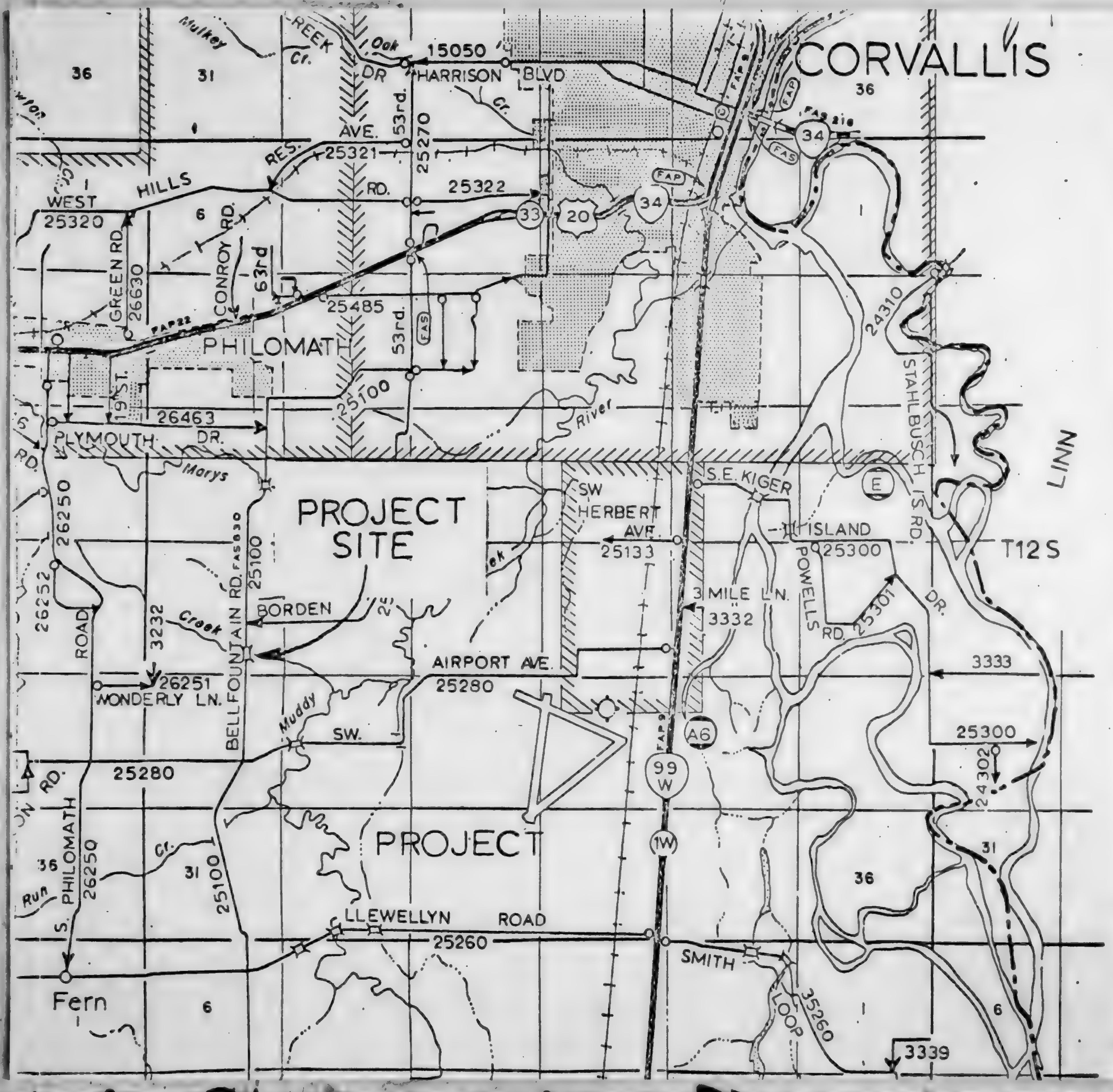
☐ Negative Declaration

☐ State-Wide Negative Declaration

☐ Preliminary EIS

☐ Other________________________

EW:sz


CORVALLIS
LINN
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SCALE
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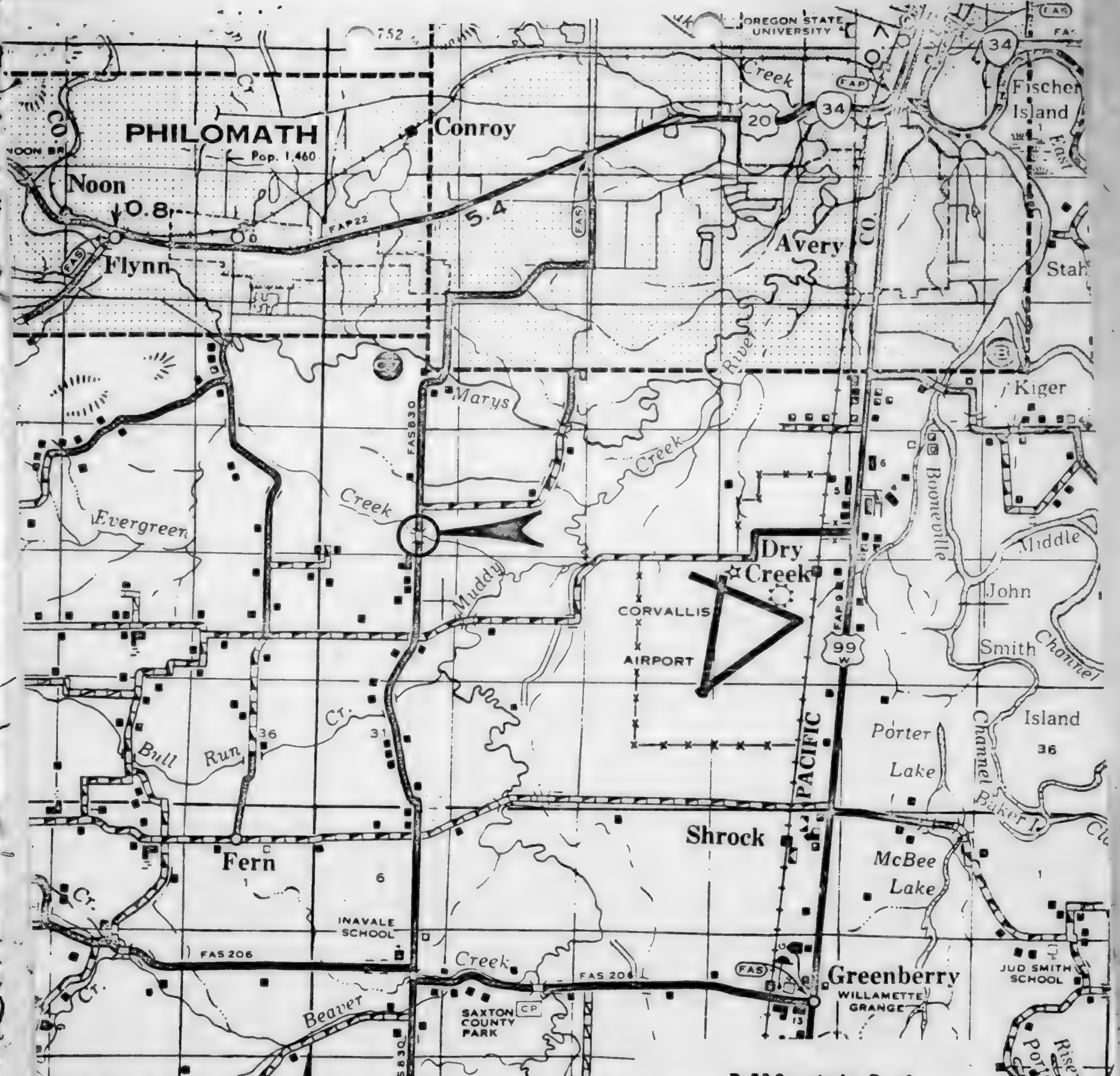
PROJECT SITE
PROJECT
PHILOMATH
Fern
HARRISON BLVD
15050
Oak
CREEK DR
Mulkey
Cr.
53rd.
25270
AVE.
25321
RES.
WEST HILLS RD.
25320
25322
GREEN RD.
26630
CONROY RD.
63rd
25485
FAP 22
FAS
FAP
FAS 210
34
33
20
19 ST.
26463
PLYMOUTH DR.
25100
River
Marys
RD.
26250
26252
ROAD
3232
26251
WONDERLY LN.
BELLFOUNTAIN RD. FAS 630
BORDEN
Creek
Muddy
SW.
AIRPORT AVE.
25280
SW HERBERT AVE.
25133
S.E. KIGER
ISLAND
25300
POWELLS RD.
25301
3 MILE LN.
3332
STAHLBUSCH IS. RD.
24310
E
DR.
3333
24302
A6
FAP 9
99 W
1W
Run
S. PHILOMATH
36
31
6
1
LLEWELLYN ROAD
25260
SMITH LOOP
35260
3339


OREGON STATE UNIVERSITY
PHILOMATH
Pop. 1,460
Conroy
Noon
0.8
5.4
FAP 22
Flynn
FAS
20
34
Creek
Fischer Island
Avery
Stahl
Kiger
Marys
Creek
River
FAS 830
Evergreen
Dry Creek
CORVALLIS AIRPORT
99 W
Middle
John Smith Channel
Booneville
Muddy
Bull Run Cr.
36
31
PACIFIC
Porter Lake
Island
36
Channel
Baker
Shrock
Fern
McBee Lake
INAVALE SCHOOL
FAS 206
Creek
Beaver
Greenberry
WILLAMETTE GRANGE
JUD SMITH SCHOOL
SAXTON COUNTY PARK
CP
Riser Sl.
Porter L.
Muddy
Starr Cr.
Fletcher
Cr.
DUSKY
GOOSE
THERN
17.0
Winkle Lake
Brown
Old Long Tom
Albany

Bellfountain Road
County Road No. 25100 (FAS 830)
Benton County

8578

September 23, 1975

Board of County Commissioners
Benton County
Courthouse
Corvallis, OR 97330

Attention: Bill Flynn
Director of Records

MISC. CONTRACTS and
AGREEMENTS No. 5249

Gentlemen:

Attached for your records is a fully executed copy of an agreement for preliminary engineering, including the survey work and preparation of plans, for the bridge over Evergreen Creek on the Bellfountain Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (conf. agree. att.)

8.3.78

H. A. Schell
Division Bridge Engineer
FHWA, Box 300
Salem, Oregon 97308

September 5, 1975

John H. Wood
Bridge & Sign Maintenance Engineer

Benton County Bridges
Your reference 1041BR/407.3

We do not receive 100% cooperation from the counties in supplying us with inspection reports. The latest ones on file for the Evergreen Creek Bridge and Frazier Creek Bridge are dated 1971. – copy

The partial pile bearing at Frazier Creek was apparently brought to the attention of the County Engineer by the inspector. A note at the bottom of the report indicates a belief that the bridge was built that way.

There is nothing on the inspection reports that indicates the bridges are posted or need posting. Copies of the reports are attached as per your request.

MAINTENANCE ENGINEER
RECEIVED
SEP 05 1975
☐ ME ☐ AME ☐ AME ☐ CE ☐ AG
☐ BME ☐ TS ☐ AA ☐ [illegible] ☐ IA

NOTED
H.S. COULTER

JHW: dlm
cc: H. S. Coulter

RECEIVED
SEP 8 1975
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

BRIDGE INSPECTION REPORT

BRIDGE TYPE Timber NAME [illegible] Creek HWY. NO. 1-G MILE POST
CROSSING (OVER, UNDER) COUNTY [illegible] FAP NO. 830 BRIDGE NO. [illegible]
DISTRICT [illegible] YEAR BUILT [illegible] PHOTOS 2 DATE 12-[illegible]-71 INSPECTOR John [illegible] (47)

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments - Wings [illegible]	8
Backwall	8
Footing	[illegible]
Piles	[illegible]
Erosion	[illegible]
Settlement	
2. Piers or Bents - Caps	
Column	—
Footing	—
Piles	7
Scour	[illegible]
Settlement	8
3. Pile Bents	[illegible]
4. Concrete Cracking or Spalling	
5. Steel Corrosion	—
6. Timber Decay, etc.	[illegible]
7. Debris on Seats	8
8. Paint	7
9. Collision Damage	—
INSPECTOR'S CONDITION RATING (60)	[illegible]
CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	8
2. Embankment Erosion	8
3. Drift	[illegible]
4. Vegetation	[illegible]
5. Channel Change	[illegible]
6. Fender System	—
7. Spur Dikes & Jetties	—
8. Riprap	[illegible]
9. Adequacy of Opening	
INSPECTOR'S CONDITION RATING (61)	8

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	—
2. Stringers	[illegible]
3. Girder or Beams	—
4. Floor Beams	—
5. Trusses General	—
Portals	—
Bracing	[illegible]
6. Paint	—
7. Machinery (Movable Spans)	—
8. Rivets or Bolts	9
9. Welds - Cracks	—
10. Rust	8
11. Timber Decay	
12. Concrete Cracking	—
13. Collision Damage	—
14. Deflection under Load	8
15. Alignment of Members	8
16. Vibrations under Load	8
INSPECTOR'S CONDITION RATING (59)	9
CULVERTS & RETAIN. WALLS (62)	
1. Barrel	
Concrete	
Steel	
Timber	
2. Headwall	
3. Cutoff Wall	
4. Adequacy	
5. Debris	
INSPECTOR'S CONDITION RATING (62)	—

DECK (58)	Condition Rating
1. Wearing Surface	[illegible]
2. Deck - Structural Condition	[illegible]
3. Curbs	[illegible]
4. Median	—
5. Sidewalks	—
6. Parapet	—
7. Railing	8
8. Paint	7
9. Drains	8
10. Lighting Standards	—
11. Utilities	—
12. Joint Leakage	—
13. Expansion Joints or Devices	—
14. Record Elevations:	
Gutterline @ ℄ Bearings	
@ ℄ Spans	
INSPECTOR'S CONDITION RATING (58)	7
APPROACH ALIGNMENT (65)	
1. Alignment	8
2. Approach Slab	8
3. Relief Joints	—
4. Approach - Guardrail	—
Pavement	8
Embankment	8
INSPECTOR'S CONDITION RATING (65)	4
RATED LOADING (66)	
1. Posted Loading	—
2. Legibility	—
3. Visibility	—
INSPECTOR'S CONDITION RATING (66)	—

REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

(58) Wearing Surface Leaking [illegible] Trough Deck

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

[illegible] STATE HIGHWAY DIVISION

BRIDGE INSPECTION REPORT

BRIDGE TYPE Timber NAME Frazier Creek HWY. NO. 42-[illegible] MILE POST

CROSSING (OVER, UNDER) COUNTY [illegible] FAP NO. [illegible] BRIDGE NO. [illegible]

DISTRICT 4 YEAR BUILT 62 PHOTOS 3 DATE 11-1-71 INSPECTOR [illegible]

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments - Wings	8
Backwall	7
Footing	—
Piles	7
Erosion	8
Settlement	8
2. Piers or Bents - Caps	8
Column	—
Footing	—
Piles	—
Scour	8
Settlement	8
3. Pile Bents	—
4. Concrete Cracking or Spalling	—
5. Steel Corrosion	—
6. Timber Decay, etc.	8
7. Debris on Seats	—
8. Paint	—
9. Collision Damage	—
INSPECTOR'S CONDITION RATING (60)	

CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	8
2. Embankment Erosion	8
3. Drift	8
4. Vegetation	8
5. Channel Change	8
6. Fender System	—
7. Spur Dikes & Jetties	—
8. Riprap	—
9. Adequacy of Opening	—
INSPECTOR'S CONDITION RATING (61)	8

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	
2. Stringers	
3. Girder or Beams	
4. Floor Beams	
5. Trusses - General	
Portals	
Bracing	
6. Paint	—
7. Machinery (Movable Spans)	—
8. Rivets or Bolts	—
9. Welds - Cracks	—
10. Rust	—
11. Timber Decay	8
12 Concrete Cracking	—
13. Collision Damage	—
14. Deflection under Load	8
15. Alignment of Members	—
16. Vibrations under Load	8
INSPECTOR'S CONDITION RATING (59)	8

CULVERTS & RETAIN. WALLS (62)	
1. Barrel	
Concrete	
Steel	
Timber	
2. Headwall	
3. Cutoff Wall	
4. Adequacy	
5. Debris	
INSPECTOR'S CONDITION RATING (62)	

DECK (58)	Condition Rating
1. Wearing Surface	8
2. Deck - Structural Condition	8
3. Curbs	—
4. Median	—
5. Sidewalks	—
6. Parapet	—
7. Railing	8
8. Paint	7
9. Drains	7
10. Lighting Standards	—
11. Utilities	—
12. Joint Leakage	7
13. Expansion Joints or Devices	—
14. Record Elevations:	
Gutterline @ ℄ Bearings	
@ ℄ Spans	
INSPECTOR'S CONDITION RATING (58)	7

APPROACH ALIGNMENT (65)	
1. Alignment	8
2. Approach Slab	7
3. Relief Joints	—
4. Approach - Guardrail	—
Pavement	8
Embankment	8
INSPECTOR'S CONDITION RATING (65)	7

RATED LOADING (66)	
1. Posted Loading	
2. Legibility	
3. Visibility	
INSPECTOR'S CONDITION RATING (66)	

REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

(60) 1. Backwall [illegible] piles split at [illegible]

Horizontal [illegible]

[illegible]

[illegible]

[illegible] Small

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	
(60) 1 Piles	Piling [illegible] split during construction, no [illegible] is evident. H. Kers, Co. [illegible]			

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

FAS 205 + 830
Benton Co

**OREGON STATE
HIGHWAY DIVISION**

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 2, 1975

Mr. Jim Blair
Director of Public Works
360 SW Avery Avenue
Corvallis, Oregon 97330

Dear Mr. Blair:

You were advised by my letter of 8-8-75, that consultants could proceed with preliminary engineering on the Frazier Creek and Evergreen Creek Bridge projects.

In accordance with the consultant agreements under "THINGS TO BE DONE BY COUNTY", paragraph 3, please submit your advance deposit to this office in the following amounts:

Frazier Creek (Independence Road) Bridge FAS 205	$505
Evergreen Creek (Bellfountain Road) Bridge FAS 830	605
TOTAL	$1,110

This is the county's 11 percent share of the engineering costs for the PE on these two projects.

Yours very truly,

Phillip O. Stearns
Phillip O. Stearns
REGION 2 FEDERAL AID ENGINEER

POS/elk

cc: L. W. Rulien

SEP - 8 1975

RECEIVED
COUNTY & CITY SECTION
SEP 4 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UC
☐ UPE ☐ DE ☑ RE ☑ RPE ☐

FAS 205 + 830
Benton Co

Salem, Oregon
September 2, 1975

Robert H. Prange
Rural Engineer

Mr. Phil Stearns
Region 2 Federal Aid Engineer
East Salem Highway Building

Preliminary Engineering
Advance Deposit
Frazier Creek (Independence Rd.) Br.
FAS 205
Evergreen Creek (Bellfountain Rd.) B
FAS 830
Benton County

A couple of weeks ago, Benton County was informed that they could have their consulting firm begin the preliminary engineering on the subject projects.

Would you please contact the county and request the advance deposit for the county's share of the preliminary engineering costs on the two bridges.

Frazier Creek (Independence Rd.) Br. FAS 205	$ 505
Evergreen Creek (Bellfountain Rd.) Br. FAS 830	605
Total	$1,110

This is the county's 11 percent share of the engineering costs for the P.E. on these two projects.

Please send these funds directly to the Finance Branch along with one copy each of the attached forms.

HR:dp

Attachment

OREGON STATE HIGHWAY DIVISION

Notification of Advance Deposit

To: Finance Branch
Ledgers & Revenue Unit

Date: August 28, 1975

ACCOUNTING ONLY
Reference
Date Recd.

Depositor: Benton County

Purpose: 11% of P.E. advance deposit for Evergreen Cr. (Bellfountain Rd.) Br., FAS 830

Prefix	Other Information	Amount of Deposit
		$605

Est. Completion Date		Federal Aid Project No.
January 1, 1976		RS-477(4)

Section Responsible for Monitoring Project: C. O. Fredrickson, Region 2

Billing Instructions: County is to pay 50% of the difference between the amount contributed by FHWA and the total cost of those items plus 100% of the items in which FHWA does not contribute.

Prepared By:
Robert H. Prange
Rural Engineer

Form 81-734-1382

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD-18

To: County-City Unit
203 State Highway Building

ACCOUNTING ONLY
Reference
Date Recd.
Deposit Amt.

Depositor: Benton County

Remarks P.E. advance deposit for the Evergreen Creek (Bellfountain Rd) Br., FAS 830 Project No. RS-477(4)

Received By:

AD 17

OREGON STATE HIGHWAY DIVISION

Notification of Advance Deposit

To: Finance Branch
Ledgers & Revenue Unit

Date: August 28, 1975

ACCOUNTING ONLY
Reference
Date Recd.

Depositor: Benton County

Purpose: 11% P.E. advance deposit for Frazier Cr. (Independence Rd.) Br., FAS 205

Prefix	Other Information	Amount of Deposit
		$505

Est. Completion Date		Federal Aid Project No.
January 1, 1976		RS-603(1)

Section Responsible for Monitoring Project: C. O. Fredrickson, Region 2 Engineer

Billing Instructions: County is to pay 50% of the difference between the FHWA participation and the total cost of the P.E. In addition, the county is to pay 100% of any item in which FHWA does not participate.

Prepared By:

Robert H. Prange
Rural Engineer

Form 81-734-1382

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD-17

To: County-City Unit
203 State Highway Building

ACCOUNTING ONLY
Reference
Date Recd.
Deposit Amt.

Depositor: Benton County

Remarks P.E. advance deposit for Frazier Cr. (Independence Rd.) Br., FAS 205.
Project No. RS-603(1)

Received By:

8378 Form FHWA 121 (Rev. 5-73)

45

UNITED STATES GOVERNMENT

Memorandum

DEPART. .NT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 29, 1975

In reply refer to: 1041BR/407.3

SUBJECT: Oregon Project RS-477(4)
Evergreen Creek
Oregon Project ROS-603(1)
Frazier Creek

FROM : H. A. Schell, Division Bridge Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attn: Mr. C. O. Fredrickson

On July 23, 1975, we reviewed the existing structures at Evergreen Creek and Frazier Creek that are to be replaced by Benton County in the near future. We found the structure at Evergreen Creek to be posted at "5 Tons" and this does not seem to be commensurate with the structural conditions. The structure at Frazier Creek was not posted but had only partial pile bearing on the cap supporting the timber deck. Much distress was evident in the backwall. It would appear to us that "posting" might be desirable on this structure if it is not repaired soon and that it is entirely possible with the coming rains that the backwall will fail and a considerable chuckhole will be experienced at the end of the bridge.

The deficiencies on the two structures do not appear to be consistent with respect to posting and we question whether the county has given this phase of their inspection program enough thought. Please furnish us with the county's inspection reports.

H. A. Schell

RECEIVED
STATE HWY ENGR
SEP 2 '75
REFER TO
Orig
FOR

Info	Inves	R/D	D/R	Sign	Act	[illegible]
			✓		✓	

File 14191A fas 830 Benton Co

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 18, 1975

Kraus and Dalke
Consulting Engineers
428 East Second Ave.
Albany, OR 97321

Gentlemen:

Foundation Investigation
Evergreen Creek Br.
Bellfountain Rd. - FAS 830
Benton Co.

Enclosed are two copies of the Foundation Investigation Report for Evergreen Creek Bridge No. 14191A in Benton County. Contained in the report are the narration, photographs, original Field and Bridge Foundation Exploration logs, Foundation Data Sheet, maps and other information pertinent to this project.

Forwarded under separate cover is a film base positive of the Foundation Data Sheet, Drawing B-673, for your use.

If we may be of further assistance, please let us know.

Very truly yours,

Walter J. Hart
Bridge Engineer

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

JLD/ag
Encls.

cc C. O. Fredrickson
D. N. Harwell

RECEIVED
COUNTY & CITY SECTION
AUG 19 1975
☑ ENGR. ☐ COOR. ☑ UE ☒ AE ■ UC
☑ UPE ☒ CE ☑ RE ☒ RPE ☐

FAS 830, Benton Co

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-5-75

FEDERAL AID PROJECT NO.
RS-477(4)

STATE PROJECT NO.
Evergreen Creek
Bridge Section

COUNTY NAME
Benton

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO.
RS-59

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
August 5, 1975

FEDERAL ROUTE NUMBER
Secondary Route 830

STATE ROUTE NUMBER
County Road

GENERAL LOCATION:
County Road approximately 6 miles SW of Corvallis (Bellfountain Road).

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering under Consultant Agreement.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (*Specify*)
All phases of preliminary engineering.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
My program approval memorandum of August 5, 1975 approved this project for inclusion in the Federal-aid program.

As requested in Mr.Rulien's July 8, 1975 letter you are authorized to proceed with all phases of preliminary engineering with portions to be performed by Consultant Agreement at a total estimated cost of $10,000.00 - federal funds $7,810.00.

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☒ AE ■ UE
☑ UPE ☑ CE ☑ RE ☒ RPE ☐

DATE
8-5-75

SIGNATURE OF APPROVING OFFICIAL
C R Burghardt for

TITLE
Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 8-5-75

BY (Signature): L. W. Rulien's July 8, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

XTAGEXX ITEM NOS. 59 THRU		XXXXXXX ITEM NOS. THRU			OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS **	Location	Work
59	RS-477(4)	0.02	100,000	78,180	Evergreen Creek Bridge Section. Benton County State of Oregon	Preliminary Engineering, Bridge and Approaches

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UC ☐ [illegible] ☑ RE ☐ RPE ☐

REMARKS (Division)

I concur that this project is a non major action as set forth in FHPM 7-7-2 paragraph 10e.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		8-5-75	C R Burghardt for G.L.Green, Division Engineer

** * Program approval XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

Budget Bureau No. 41-R2067

U.S.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.		
DATE SUBMITTED TO W.O.	July 8, 1975	

CARD 2	REPORT NUMBER	PROJECT LOCATION (43 typewriter spaces)	ADT PRESENT	FUTURE	YEAR	REGION	STATE NAME
	1	Co. Rd., Approx. 6 mi. SW of Corvallis	600*	1,000	95	10	Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER
	P.E., Bridge and Approaches								RS-	477 (4

CARD 4		
CLASS OF FEDERAL FUNDS	Rural Secondary	
NAME OF URBAN AREA	--	
COUNTY NAME	Benton	
ROUTE NO.	S	FEDERAL-AID 830
STATE	Co. Rd.	U.S.

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**		Co. Rd., approx. 6 mi. S.W. of Corvallis (Bellfountain Road)	0.02	10,000	7,810	1,095	1,095 (Co
5					**ROW**							
5					**CONST** (CODE) X081		"Evergreen Creek Bridge Section"	0.02	90,000	70,370	9,815	9,815 (Co
							PROJECT TOTALS	0.02	100,000	78,180	10,910	10,910 (Co

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

REMARKS

AUG 5 1975
FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☑ ENGR. ☐ UPE ☐ COOR. ☐ CE ☐ GE ☐

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 8, 1975

(typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
approx. 6 mi. SW of Corvallis		600*	1,000	95	10	Oregon	41	075	59

	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
nes								RS-	477 (4)		

econdary

COUNTY NAME	CODE	PROGRAM STAGE
Benton	003	☐ 1 OR ☒ XX 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	830	Co. Rd.	

ESTIMATED PROJECT COST BY PHASES

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
Co. Rd., approx. 6 mi. S.W. of Corvallis (Bellfountain Road)	0.02	10,000	7,810	1,095	1,095 (Co.)	P.E. all phases; const. reinf. concrete bridge (L-60') roadway approaches, riprap and guardrail.
"Evergreen Creek Bridge Section"	0.02	90,000	70,370	9,815	9,815 (Co.)	ROW - 60' min.: Access Control-None; Parking Restrictions-None.
PROJECT TOTALS	0.02	100,000	78,180	10,910	10,910 (Co.)	

REMARKS

RECEIVED
COUNTY & CITY SECTION
AUG 6 - 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UPE ☐ CE ☐ RE ☐ RPE ☐

(over)

USCOMM-DC 48905-P61

Evergreen Creek Bridge Section
Project No. RS-477(4)

Existing Facility: Timber pile trestle; L 54'; HC 21'

Adjacent Section: 20-foot oil mat surface with 2-foot gravel shoulders.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Construct, on existing alignment, one reinforced concrete bridge 60 feet in length having a horizontal clearance of 40 f
   pave approaches, install guardrail and riprap. County to remove and dispose of existing bridge.

NOTE: Portions of the preliminary and construction engineering will be accomplished by the consultant engineering firm of Kraus and D
required supervision and contracting by State forces.

Exceptions to Minimum Standards: None
Relocation Assistance Payments: None required
System Action, Railroads, Water Developments, Historical and Recreational Area" None required.
Airports: Corvallis Airport is approximately two miles east of the project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Non-major action project.

FHPM 7-7-5 Requirements:
a. Public Hearings--Not required under Oregon Action Plan (Category 3 Project).
b. Location/Design--Not a factor in the development of this project.

Route Data: This is a farm-to-market road, log hauling, school bus and mail route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way
project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional District No. 1.

Evergreen Creek Bridge Section
Project No. RS-477(4)

er pile trestle; L 54'; HC 21'

ot oil mat surface with 2-foot gravel shoulders.

this project consists of the following:

y engineering all phases.
on existing alignment, one reinforced concrete bridge 60 feet in length having a horizontal clearance of 40 feet; grade and
aches, install guardrail and riprap. County to remove and dispose of existing bridge.

preliminary and construction engineering will be accomplished by the consultant engineering firm of Kraus and Dalke with
ion and contracting by State forces.

andards: None
yments: None required
, Water Developments, Historical and Recreational Area" None required.
port is approximately two miles east of the project.

Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

Non-major action project.

a. Public Hearings--Not required under Oregon Action Plan (Category 3 Project).
b. Location/Design--Not a factor in the development of this project.

farm-to-market road, log hauling, school bus and mail route.

The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this
y agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

in Congressional District No. 1.

15

PRO 6-2

July 8, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RS-477(4)

We are submitting program data for one project, Item No. 59, Project No. RS-477(4), "Evergreen Creek Bridge Section", which we desire to have included in the Federal Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

It is the present intention to perform the preliminary as well as construction engineering work under consultant agreement with the firm of "Kraus and Dalke Consulting Engineers" with required supervision and contracting by State forces. Two copies of the proposed consultant agreement are enclosed for your approval.

We request your concurrence that this project falls in the classification of non-major action as set forth in FHPM 7-7-2, para. 10e.

We further request authorization to proceed with all phases of the preliminary engineering work.

CL:ljt
Att.

Budget Bureau No. 41-R2067; Ap

U.S. DE

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

July 8, 1975

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 6 mi. SW of Corvallis	**ADT**	PRESENT 600*	FUTURE 1,000	YEAR 95	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Bridge and Approaches	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER	PREFIX LETTER(S) RS-	NUMBER 477 (4)

CARD

CLASS OF FEDERAL FUNDS: Rural Secondary

NAME OF URBAN AREA: --

COUNTY NAME: Benton

CODE: 003

ROUTE NO.: S

FEDERAL-AID: 830

STATE: Co. Rd.

U.S.

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
					PE		Co. Rd., approx. 6 mi. S.W. of Corvallis (Bellfountain Road)	0.02	10,000	7,810	1,095	1,095 (Co.)
5					**ROW**							
5					**CONST** (CODE) X081		"Evergreen Creek Bridge Section"	0.02	90,000	70,370	9,815	9,815 (Co.)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.02	100,000	78,180	10,910	10,910 (Co.)

PROGRAM APPROVAL DATES

REMARKS

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

July 8, 1975

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

ATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Rd., Approx. 6 mi. SW of Corvallis		600*	1,000	95	10	Oregon	41	075	59

typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	T. Projects Only POST MI.	T. Projects Only DESIG.
proaches								RS-	477 (4)			

	COUNTY NAME	CODE	PROGRAM STAGE
ral Secondary	Benton	003	☐ 1 OR XX 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	830	Co. Rd.	

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	Co. Rd., approx. 6 mi. S.W. of Corvallis (Bellfountain Road)	0.02	10,000	7,810	1,095	1,095 (Co.)	P.E. all phases; const. reinf. concrete bridge (L-60') roadway approaches, riprap and guardrail.
	"Evergreen Creek Bridge Section"	0.02	90,000	70,370	9,815	9,815 (Co.)	ROW - 60' min.: Access Control-None; Parking Restrictions-None.
	PROJECT TOTALS	0.02	100,000	78,180	10,910	10,910 (Co.)	

REMARKS

(over)

USCOMM DUSCOMM-DC 40808-P61

Evergreen Creek Bridge Section
Project No. RS-477(4)

Existing Facility: Timber pile trestle; L 54'; HC 21'

Adjacent Section: 20-foot oil mat surface with 2-foot gravel shoulders.

Project Data: Work under this project consists of the following:

1. Preliminary engineering all phases.
2. Construct, on existing alignment, one reinforced concrete bridge 60 feet in length having a horizontal clearance of 40 pave approaches, install guardrail and riprap. County to remove and dispose of existing bridge.

NOTE: Portions of the preliminary and construction engineering will be accomplished by the consultant engineering firm of Kraus and required supervision and contracting by State forces.

Exceptions to Minimum Standards: None
Relocation Assistance Payments: None required
System Action, Railroads, Water Developments, Historical and Recreational Area" None required.
Airports: Corvallis Airport is approximately two miles east of the project.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Non-major action project.

FHPM 7-7-5 Requirements:
a. Public Hearings--Not required under Oregon Action Plan (Category 3 Project).
b. Location/Design--Not a factor in the development of this project.

Route Data: This is a farm-to-market road, log hauling, school bus and mail route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

NOTE: This project is in Congressional District No. 1.

Evergreen Creek Bridge Section
Project No. RS-477(4)

Timber pile trestle; L 54'; HC 21'

0-foot oil mat surface with 2-foot gravel shoulders.

nder this project consists of the following:

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uct, on existing alignment, one reinforced concrete bridge 60 feet in length having a horizontal clearance of 40 feet; grade and
pproaches, install guardrail and riprap. County to remove and dispose of existing bridge.

he preliminary and construction engineering will be accomplished by the consultant engineering firm of Kraus and Dalke with
rvision and contracting by State forces.

m Standards: None
e Payments: None required
oads, Water Developments, Historical and Recreational Area" None required.
Airport is approximately two miles east of the project.

nts: Exempt from State Clearinghouse and District 4 Clearinghouse A-95 review under working agreements.

nts: Non-major action project.

nts: a. Public Hearings--Not required under Oregon Action Plan (Category 3 Project).
b. Location/Design--Not a factor in the development of this project.

a farm-to-market road, log hauling, school bus and mail route.

: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this
unty agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

is in Congressional District No. 1.

fas 830
Benton Co

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 24, 1975

TO Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

FROM Robert H. Prange
Rural Engineer
County-City Unit

SUBJECT FAS Program Request

County: Benton Section: Evergreen Creek (Bellfountain Road) Bridge. FAS 830

Termini: 4.18 miles south of the junction with FAP 22. Approximately 6 miles southwesterly of the City of Corvallis.

Proposed Work: P.E. and Structure

Project Length: Approximately 100 feet

Costs:

	Total	Federal	State	County
Construction:	$100,000	$78,000	$11,000	$11,000

State $[illegible]00.00
PE $500.00
Const. $500.00
$[illegible]0,000.00

Existing Facilities: 3 span pile trestle bridge 54 feet long with 21-foot roadway.

Adjacent Sections:

North/[redacted] End: }
South/[redacted] End: } 20-foot oil mat with 2-foot gravel shoulders.

Project Data: (1) All phases of Preliminary Engineering.
(2) Construct a reinforced concrete bridge approximately 60 feet long with a 40-foot roadway on the existing alignment, no sidewalk, contractor to construct the approaches and connections, install the guardrail and place rip rap. County will remove and dispose of the existing bridge. Both the P.E. and construction engineering is to be done by a consulting firm (Kraus and Dalke Constructing Engineers, Albany, Oregon).

Right-of-Way: minimum 60 feet. Access Control: None.

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ● UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Railroad Crossing: None.

Minimum Design Standards: No deviation from standards.

System Action: Completed.

Route Data: Heavily travelled farm-to-market road, some log hauling, and is a school bus and mail route.

Public Hearing: Not required.

Hearing Certification: None.

Environmental Statement: Environment statement to be written.

Park and Recreation Area Affected: No park in area.

Relocation Assistance: None - no one moved.

Social, Economic & Environmental Effects Considered: Yes.

Location and Design Approved: Not a factor, same location and does not change function.

Clearinghouse Approved: Exempt per working agreement.

Council of Governments: Exempt per working agreement.

Approved by Department of Transportation: 4/29/75.

ADT:	DHV:
1975--600	1975--1,000
1995-- 70	1995-- 130

HR:geh

Attachment

AGREEMENT

THIS AGREEMENT, made and entered into by and between BENTON COUNTY, by and through its County Board of Commissioners, hereinafter called "County", and the firm of Kraus & Dalke Consulting Engineers, a partnership located at 428 E. 2nd Ave., Albany, Oregon 97321, acting by and through its company officers, hereinafter called "Consultants"; and dated

WITNESSETH

RECITALS:

WHEREAS, the County proposes to construct a bridge over Evergreen Creek which will be a Federal Aid Secondary Highway project, and

WHEREAS, it is the purpose of the County to retain the services of the Consultants to perform the preliminary engineering required to completely design, prepare construction plans, specifications and cost emtimates for said project, and

WHEREAS, it is also the purpose of the County to retain the services of the Consultants to perform the construction engineering required to complete the construction of the project, and

WHEREAS, the County has authority under the laws of the State of Oregon to enter into this Agreement and assume the obligations as herein set forth, and

WHEREAS, the Consultants represent that they are Registered Engineers in Oregon, or have become qualified in Oregon to perform the engineering services required prior to the signing of this Agreement; will have properly trained and experienced personnel available to perform the services within the perscribed time limit; and have signified their willingness to furnish the engineering services for the County.

NOW, THEREFORE, in consideration of the premises and of the several promises to be faithfully performed by each as hereinafter set forth, said parties hereto do hereby agree as follows:

1. DESCRIPTION OF WORK TO BE ACCOMPLISHED

A. WORK TO BE DONE BY CONSULTANT

The Consultants agree to perform the services as hereinafter described, furnishing all personnel, materials, supplies, equipment and other incidentals necessary or convenient to the successful completion of the work in accordance with the standards, procedures and regulations of the Oregon State Highway Division and the U.S. Department of Transportation, Federal Highway Administration, established to carry out certain provisions of the Federal Aid Highway Act.

1. Design of Structure. This item shall consist of the comprehensive design of the structure for the project, including all detailing, except shop details, and the determination of all plan quantities. Said structure shall be designed in accordance with current A.A.S.H.O. Specifications for Highway Bridges, using an HS-20 design loading.

   At the appropriate time the Consultants shall transmit the following items to the County and the Oregon State Highway Division for review and approval:

   a. Bridge Vicinity map showing proposed structure location and general features.

   b. General structure layouts prior to detailed design of the structure.

   c. The completed design plans and foundation data.

2. The Consultant shall prepare a vicinity map showing topography and all utilities, establish horizontal alignment and establish vertical controls.

3. Plans, Specifications and Estimates for Structure. Complete construction plans shall be prepared to the scale and in such detail to comply with the standard procedures of the Oregon State Highway Division. The plans shall be developed to meet the requirements of the Oregon State Highway Division's Standard Specifications for Highway Construction, supplemental specifications and required Special Provisions currently in use for the required work.

The Consultants shall write all needed special provisions for the work.

The Consultants shall prepare a complete, comprehensive and accurate Summary of Quantities and Estimate of Costs to be submitted with the final plans.

The Consultants shall prepare environmental impact statement if required.

It is the intent of the County that the Consultant's final plans, special provisions, Summary of Quantties and Estimate of Costs be in a condition ready for the normal advertising of a construction contract in accordance with Oregon law and procedure, except for those services to be performed prior to the advertising by the Oregon State Highway Division, as designated elsewhere in this Agreement.

4. Plans, Drawings and Documents to be Furnished by the Consultant. Upon completion of the work specified herein, all material and documents, including but not limited necessarily to the following data, acquired or produced by the Consultants in conjunction with the preparation of the plans, shall be delivered to and become the property of, without the restriction or limitation of their future use, the State.

a. Field notes of all surveys (if requested by the State).
b. Field notes for all survey references ties.
c. Field notes for all required investigations (if requested by the State).
d. Original drawings and tracings of profile sheets and structure plans.
e. Construction costs estimate.
g. Special provisions.

5. Construction Engineering and Inspection by Consultant. Upon the award of a construction contract by the County or the Oregon State Highway Division, the Consultants shall provide adequate and qualified engineering personnel to perform field and construction engineering as follows:

a. Furnish all lines and grades.
b. Review all shop drawings and rebar details.
c. Provide all onsite construction inspection for construction of the structure.

- d. Obtain, prepare and forward to the State Materials Testing Laboratory for testing such material samples as are required from the jobsite.
- e. Prepare weekly construction reports and monthly estimates.
- f. Prepare necessary change orders and price agreements.
- g. Conduct final inspection.
- h. Prepare final reports and "As Constructed" drawings.

B. WORK TO BE DONE BY OTHERS.

1. County. County shall obtain all rights-of-way and cause to be moved all utilities as may be necessary. County shall conduct the corridor hearings, if required, which will include preliminary design sketches of structure and approaches by Consultants. County will furnish ADT Survey data.

2. State.

a. Preliminary engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following:
Review and approval of location studies, and preliminary plans;
Review and approval of Consultants' plans, estimates and special provisions;
Prepare title sheet, furnish standard drawings, print and assemble plans, special provisions and contract, if contract is awarded by State.

b. Construction engineering work to be done by the Oregon State Highway Division shall include, but not necessarily be limited to, the following;
Offsite inspection of prestress elements necessary for construction of the structure.
Materials testing of the precast elements as required.

Materials sampling, testing and analysis, if required;
Inspection of structural steel fabrication and miscellaneous metal, as required;
Furnish copies of test reports and other data to the Consultant.

c. Following award of a contract the Oregon State Highway Division shall provide a State employed engineer to be in responsible charge and direct control of the project at all times and to make such frequent inspections of the project as required to ascertain that all portions of the work are in substantial conformance to the plans and specifications.

C. INSPECTION OF WORK IN PROGRESS.

It will be the responsibility of the Consultants to arrange for at least two scheduled conferences with authorized representatives of the County, Oregon State Highway Division and the Consultants. The two conferences will consist of the following:

1. Preliminary design conference.
2. Final design conference.

It is mutually agreed that all portions of the work covered by this Agreement shall be subject to review and inspections by duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration at such time or times as deemed appropriate.

It is further agreed mutually that any duly authorized representatives of the County, the Oregon State Highway Division and the Federal Highway Administration may request and obtain conferences, visits to the site and inspection of the work at any reasonable time.

D. MONTHLY DESIGN PROGRESS REPORT.

The Consultants shall submit to the County, with a copy to the Oregon State Highway Division, a monthly design progress report of work done on the project.

E. APPROVALS.

When the final plans and supporting data are completed and delivered to the County, they shall be reviewed by the County and the Oregon State Highway Division for conformance with those standards and procedures which have been adopted by the Oregon State Highway Division.

Approval of the palns for conformance to the adopted standards and procedures does not absolve the Consultants for inaccuracy of their field work, investigations, design and other data required for the preparation of these plans.

II. TIME.

It is agreed that the Consultant shall start performance under this contract no later than 20 calendar days after notification in writing by the County to proceed, and will have completed the services heretofore described up to the point of submitting preliminary plans to the Oregon State Highway Division within 90 calendar days thereafter. If in the opinion of the County, an extension of time is warranted due to major changes required by the County or due to weather conditions or other factors beyond the control of the Consultants, the County shall determine the amount of such extensions in time and grant such extensions in writing.

III. PAYMENT.

A. PRELIMINARY AND DESIGN ENGINEERING FEE.

In consideration of the terms and obligations of this Agreement, the County agrees to pay to the Consultants, as full compensation for the services herein described, the lump sum fixed fee of $5,500.00, payable in monthly increments based on the periodic progress reports of performance. Final payment will be made upon submission and approval of all items listed in I.A. 4.

B. CONSTRUCTION ENGINEERING FEE.

The County also agrees to pay to the Consultant as full compensation for the construction engineering services herein described, based on the Consultants' actual cost plus a fixed amount for profit, not to exceed $3,000.00 except as stipulated in IV.E.

Partial payments may be made monthly, based on approved invoices plus a percentage of the fixed fee directly related to the percentage of construction work completed.

C. No retained percentage will be withheld from the Consultants' bills.

D. RETENTION OF RECORDS AND DOCUMENTS.

The Consultants agree to maintain all books, documents, papers, accounting records and other evidence pertaining to cost incurred and to make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract, for inspection by the State, Federal Highway Administration or any authorized representatives of the Federal Government, and copies thereof shall be furnished if requested.

IV. MISCELLANEOUS PROVISIONS.

A. COVENANT AGAINST CONTINGENT FEES.

The Consultants warrant that they have not employed or retained any company or person, other than a bona fide employee working solely for the Consultants, to solicit or secure this contract, and that they have not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultants, any fee, commission, percentage, brokerage fee, gifts or any other consideration contingent upon or resulting from the award or making of this contract. For breach or violation of this warranty, the County shall have the right to annul this contact without liability.

B. PROHIBITION AGAINST HIRING PERSONNEL.

The Consultants shall not engage on a full or part-time basis during the period of this contract any professional or technical personnel who are or have been at any time during the period of the contract in the employ of the Federal Highway Administration of the highway organization of any state, county or city, except regularly retired employees, without the written consent of the public employer of such person.

C. DESIGN STANDARDS

The design standards and procedures for this project shall be governed by the Oregon State Highway Division "Secondary Road Plan."

D. PROJECT DEVELOPMENT, METHODS AND FORMS.

The Consultants shall use the Oregon State Highway Division's procedures, standards and related specifications and forms as a guide in the development and prosecution of the project.

E. CHANGES IN WORK.

In the event the County decreases or increases the amount of work specified under this Agreement or in the event it becomes necessary to change any of the work that has been approved and/or accepted by the County, this Agreement shall be amended or supplemented as to time for completion and compensation in such a manner as to be mutually acceptable to the parties hereto, and shall have the approval of the State Highway Division and the Federal Highway Administration.

If any amendment or supplement is made to this Agreement covering changes not within the scope of the services to be supplied herein and such changes are to be paid for in part with Federal Aid Highway funds in the costs resulting therefrom, said amendment or supplement shall have the prior approval of the State Highway Division and the Federal Highway Administration in writing, before proceeding with the changes specified therein.

F. TERMINATION.

The County reserves the right to terminate this Agreement at any time upon written notice in the event of any of the following contingencies.

1. At the termination of any phase of the Agreement.
2. If the project is abondoned or indefinitely postponed.
3. If the Consultants' services are, in the judgment of the County, unsatisfactory.
4. If the Consultants fail to prosecute the work with due diligence or fail to complete the work within the time limits specified herein or as subsequently extended.

In the event the County terminated this Agreement, the County shall be obligated to pay the Consultants an amount equal in value to that of the services satisfactorily performed until the time of the termination and will acquire ownership of the work completed at termination date. If the parties hereto are unable to agree upon the value of the completed work, the controversy shall be settled as set forth in the following Subsection G - "Disputes."

G. DISPUTES.

Should any dispute regarding this Agreement arise between the parties hereto, the matter shall be referred to the State Highway Engineer or his duly authorized representative(s) whose decision regarding the controversy shall be final.

H. CERTIFICATION.

1. The County and the Consultants represent and hereby certify that the Consultants and their representatives have not been required, directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

   a. Employ or retain, or agree to employ or retain, any firm or person, or

   b. Pay, or agree to pay, to any firm, person or organization any fee, contribution, donation or consideration of any kind.

   The parties make this representation and certification as a part of this Agreement for the purpose of assuring the State of Oregon, acting by and through its State Highway Engineer, of compliance with Federal and State law in this respect so that the State Highway Engineer may further certify to the conditions hereinabove set forth to the United States Department of Transportation, Federal Highway Administration.

   The parties to this Agreement understand that such representations and certifications are subject to all applicable State and Federal laws, rules and regulations, both civil and criminal.

I. CIVIL RIGHTS ACT.

During the performance of this contract, the Consultants for itself, its assignees and successors in interest (hereinafter referred to as the "Consultants") agree as follows:

1. Compliance with Regulations. The Consultants shall comply with the regulations relative to nondiscrimination in Federally-assisted programs of the Department of Transportation, Title 49, Code of Federal

Regulations, Part 21, as they may be amended from time to time (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination. The Consultants, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color or national origin in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Consultants shall not participate either directly or indirectly in the discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment. In all solicitations either by competitive bidding or negotiation made by the Consultants for work to be performed under a subcontract, including procurements of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Consultants of the Consultants' obligations under this contract and the Regulations relative to nondiscrimination on the grounds of race, color or national origin.

4. Information and Reports. The Consultants shall provide all information and reports required by the Regulations, or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the State Highway Division or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations or directives. Where any information required of the Consultants is in the exclusive possession of another who fails or refuses to furnish this information, the Consultants shall so certify to the State Highway Division, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance. In the event of the Consultants' noncompliance with the nondiscrimination provisions of this contract, the State Highway Division

shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

a. Withholding of payments to the Consultants under the contract until the Consultants comply, and/or

b. Cancellation, termination or suspension of this contract, in whole or in part.

6. Incorporation of Provisions. The Consultants shall include the provisions of Paragraphs (1) through (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Consultants shall take such action with respect to any subcontract or procurement as the State Highway Division or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for non-compliance: Provided, however, that in the event the Consultants become involved in, or are threatened with, litigation with a subcontractor or supplier as a result of such direction, the Consultants may request the State Highway Division to enter into such litigation to protect the interests of the State and, in addition, the Consultants may request the United States to enter into such litigation to protect the interests of the United States.

J. CONFLICTS OF INTEREST.

The following sections of the Regulations for the Administration of Federal Aid for Highways, effective May 11, 1960, is given below for the information of all concerned.

No official or employee of a State or any other governmental instrumentality who is authorized in his official capacity to negotiate, make, accept or approve, or to take part in negotiating, making, accepting or approving any contract or subcontract in connection with a project shall have, directly or indirectly, any financial or other presonal interest in any such contract or subcontract. No engineer, attorney, appraiser, inspector or other person performing services for a State or a governmental instrumentality in connection with a project shall have, directly or indirectly, a financial or other personal interest, other than his employment or retention by a State or other governmental instrumentality, in any contract or subcontract in connection with such project. No officer or employee of such person retained by a State or other governmental instrumentality shall have, directly or indirectly, any financial or other personal interest in any real property acquired for a project unless such interest is openly disclosed upon the public records of the State Highway Division and of such other governmental instrumentality, and such officer, employee or other person has not participated in such acquisition for and in behalf of the State. It shall be the responsibility of the State to enforce the requirements of this section.

K. SUBLETTING.

The services to be performed under this Agreement shall not be assigned, sublet or transferred without the written approval of the County and Oregon State Highway Division.

L. PERMITS AND LICENSES.

The Consultants shall procure all permits and licenses, pay all charges, fees and taxes, and give all notices necessary and incidental to the due and lawful prosecution of their engineering work.

M. PATENTS.

The Consultants shall hold and save harmless the County and its agents from any and all claims for infringement by reason of the use of any patented design, device, material process, any trademark or copyright.

N. EXHIBITS.

There are attached hereto and made a part of this Agreement the following exhibits:

Exhibit "A": Executed Certification of Consultant.
Exhibit "B": Requirement for Contract Drawings.
Exhibit "C": Preliminary Engineering Costs and Supporting Data.
Exhibit "D": Construction Engineering Costs.
Exhibit "E": Standard Public Contract Provisions.

IN WITNESS WHEREOF, the parties hereto have set their hands and seals the day and year in this contract first above written.

ATTEST:

William C. Flynn

SEAL

BENTON COUNTY, by and through
County Board of Commissioners

By Larry Callahan

By

By Dale D Schrock

APPROVAL:

Kraus & Dalke
Consulting Engineers

E S Hunter
Oregon State Highway Division

By Howard D. Kraus
Partner

Approved as to form:
Todd G Brown
County Counsel
4/7/75

Exhibit "A"
Page 1 of 2

State Contract No. ____
Federal Aid Project ____
State ____

EXHIBIT "A"

CERTIFICATION OF CONSULTANT

I hereby certify that I am a partner and duly authorized representative of the firm of Kraus & Dalke Consulting Engineers, whose address is 428 E. 2nd Ave., Albany, Oregon, 97321, and that neither I nor the above firm I represent has:

(a) Employed or retained for a commission, percentage, brokerage, contingent fee or other consideration, any firm or person (other than a bona fide employee working solely for me or the above Consultant), to solicit or secure this contract;

(b) Agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; or

(c) Paid, or agreed to pay, to any firm, organization or person other than a bona fide employee working solely for me or the above Consultant), any fee, contribution, donation or consideration of any kind for, or in connection with, procuring or carrying out the contract;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the State Highway Division and the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

4-1-75
DATE

Howard D. Kraus
SIGNATURE

Exhibit "A"
Page 2 of 2

CERTIFICATION OF STATE HIGHWAY DIVISION

I hereby certify that I am the ASSISTANT STATE HIGHWAY ENGINEER of the Highway Division of the State of Oregon, and that the above consulting firm or its representative has not been required directly or indirectly, as an express or implied condition in connection with obtaining or carrying out this contract, to:

(a) Employ or retain, or agree to employ or retain, any firm or person; or

(b) Pay, or agree to pay, to any firm, person or organization, any fee, contribution, donation or consideration of any kind;

except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the Federal Highway Administration, Department of Transportation, in connection with this contract involving participation of Federal Aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

6-19-75
DATE

ES Hunter
SIGNATURE

Exhibit "B"
Page 1 of 2

REQUIREMENT FOR CONTRACT DRAWINGS

Drawings for structures shall contain all the information necessary for the layout and construction of the structure and such additional information as may be necessary to a contractor. A general outline of what information is required and how it should be arranged is presented.

I. INFORMATION REQUIRED.

A. General Information.

1. Plan - A complete plan showing the dimensions of the structure, the horizontal alignment and bearings, the location of the bents, skew angles, the general length of structure and the type or types of construction.

2. Elevation - An overall elevation showing the general appearance, grade and type of structure to be built. The type of footings and the type and size of piling, if used, should be indicated.

3. Grades - A grade line diagram showing the vertical alignment of the structure. The location of the grade line relative to the horizontal alignment control should be clearly indicated. A diagram showing the method used to calculate superelevation runoff must also be included if this situation is encountered on the structure.

4. Location - Sufficient information should be given to enable the structure to be located on the ground by prospective bidders.

5. Drainage - Location of drains and disposition of drainage water should be indicated.

6. North Arrow - A North arrow should be shown to orient the plan view of the structure. A separate North arrow should be shown to orient the vicinity map, even if the directions are the same.

7. Utilities - All utilities located within the limits of the construction of the structure should be shown. Water lines, sewer lines, gas lines, power lines, telephone and telegraph lines are commonly encoun-

Exhibit "B"
Page 2 of 2

tered and should be indicated both in their existing and proposed locations. Railroad tracks and existing streets, highways and private roads should be shown. In all cases where the location of utilities is critical, they should be tied down by dimensions and in all cases where utilities are to be moved, the responsibility for this work should be indicated.

8. Existing Structures - Existing bridges or other structures which will be in place during the construction of a structure should be shown and, if necessary, tied down by dimension. Existing structures to be moved or relocated should be so noted and the responsibility for this work should be indicated. Structures which are to be removed or used in the performance of the contract should be shown or described thoroughly.

9. Clearances - Horizontal and vertical clearances to railroad tracks, streets, private roads and highways should be shown.

10. Detours - Location and type of detour structures should be shown, as well as any information necessary to determine the responsibility for the construction and removal of these detours.

11. Foundation Data - The location of the test holes should be shown. Instructions to bidders indicating where detailed information may be obtained and bore logs reviewed should be included on the plans.

12. Footing Plan - A plan view of the footings and pile caps showing the location, skew angles, etc., sufficient to locate the centers of the footings, should be shown. Piling should not be shown.

13. General Notes - General notes describing the design loadings, materials and general procedures should be included for each structure.

Exhibit "C"

PRELIMINARY ENGINEERING COST

Shall be at the lump sum fixed fee of $5,500.00 including Foundation Exploration costs.

CONSTRUCTION ENGINEERING COSTS

Shall be the cost of salaries (including sick leave, vacation and holiday pay applicable thereto) of engineers, draftsmen, stenographers, surveymen, etc., for time directly chargeable to the project, plus unemployment, excise and payroll taxes, and contributions for social security, employment compensation insurance, retirement benefits and medical insurance benefits. These salary costs approximate 24 percent of base salary. Cost not to exceed $3,000.00.

SUMMARY OF COST

Preliminary Engineering (Includes foundation investigation)	$5,500.00 Fixed Fee
Construction Engineering: Actual Cost up to	3,000.00 (maximum)
Total Engineering Cost not to exceed	$8,500.00

KRAUS & DALKE
CONSULTING ENGINEERS
428 EAST SECOND AVENUE
ALBANY, OREGON 97321

POST OFFICE BOX 146
TELEPHONE 503-928-2583

HOWARD G. KRAUS, P.E.
RICHARD DALKE, P.E.

Exhibit "C"
Page 2 of 3

December 1974

Data for establishing fee (Expressed as a percentage of payroll project costs)

Direct Overhead Costs on Personnel

F.I.C.A.	5.00%
Workmans Comp. and Unemployment	.41%
Health Insurance	6.30%
Vacation, Holidays and Sick leave	12.00%
TOTAL	23.71%

Indirect Cost Applicable to Projects

Management and Administration Salaries	28.00%
Supplies	5.14%
Rent and Utilities	9.15%
Printing expense	1.73%
Legal and C.P.A. expenses	1.76%
Repairs and Maintenance	.86%
Depreciation	16.19%
Dues and Memberships	1.56%
Travel and expense	5.35%
Interest expense	5.22%
Insurance expense (Excludes Health Ins.)	1.39%
Miscellaneous expense	.43%
TOTAL	76.78%

Exhibit "C"
3 of 3

CHARGEABLE RATES

Effective December 1974

Chargeable Rates	Base rate	Direct O.H. Cost 23.71 %	Chargeable Rate
Principal Design Engineer	9.61	2 .28	11.89
Draftsman	4.62	1.10	5.72
Clerical	3.05	0.72	3.77
Project Engineer	9.61	2.28	11.89
Jr. Field Engr. (Inspector(	5.78	1.37	7.15

Three man survey crew @ $34.00 per hour including overhead allowance

Two man survey crew @ $26.00 per hour including overhead allowance.

Exhibit "D"
Page 1 of 1

CONSTRUCTION ENGINEERING

SALARY COST ESTIMATE - FIELD CONSTRUCTION ENGINEERING

Project Engineer, 3 days @ $95.12 / day	$285.36
Jr. Field Engineer, 15 days @ $57.20 / day	859.00
	$1,144.36
Overhead Allowance @ 76.78%	$877.87
Surcey & Layout, 3 days @ 208 / day	624.00
Vehicle Expenses, 600 miles @ $0.15 / mile	90.00
Fixed Fee	250.00
ESTIMATED TOTAL	$2,986.23
Not to Exceed	$3,000.00
Total Engineering Not To Exceed	$8,500.00

ESTIMATED CONSTRUCTION COST = $70,000.00

Preliminary Engineering % = 7.86%
Construction Engineering % = 4.28%

Total Engineering % = 12.14%

EXHIBIT "E"

STANDARD PUBLIC CONTRACT PROVISIONS

A. CONTRACTOR shall pay promptly, as due, all persons supplying labor or material for the prosectuion of the work provided for in the contract, and shall be responsible for such payment of all persons supplying such labor or material to any subcontractor.

B. CONTRACTOR shall promptly pay all contributions or amounts due the State Industrial Accident Fund from CONTRACTOR or any subcontractor incurred in the performance of the contract, and shall be responsible that all sums due the State Unemployment Compensation Fund from CONTRACTOR or any subcontractor in connection with the performance of the contract shall promptly be paid.

C. CONTRACTOR shall not permit any lien or claim to be filed or prosecuted against COUNTY on account of any labor or material furnished, and agrees to assume responsibility for satisfaction of any such lien so filed or prosecuted.

D. CONTRACTOR and any subcontractor shall pay to the Department of revenue all sums withheld from employees pursuant to ORS 316.167.

E. If CONTRACTOR fails, neglects or refuses to make prompt payment of any claim for labor or material furnished to the CONTRACTOR or a subcontractor by any person in connection with the contract as such claim becomes due, the COUNTY may pay such claim to the person furnishing the labor or material and charge the amount of payment against funds due or to become due CONTRACTOR by reason of the contract. The payment of a claim in the manner authorized hereby shall not relieve the CONTRACTOR or his surety from his or its obligation with respect to any unpaid claim. If the COUNTY is unable to determine the validity of any claim for labor or material furnished, the COUNTY may withhold from any current payment due CONTRACTOR an amount equal to said claim until its validity is determined and the claim, if valid, is paid either by the CONTRACTOR or by the COUNTY.

F. CONTRACTOR shall promptly, as due, make payment to any person, co-partnership, association, or corporation, furnishing medical, surgical and hospital care or other needed care and attention, incident to sickness or injury, to the employees

Exhibit "E"
Page 2 of 2

of such CONTRACTOR, of all sums which CONTRACTOR agrees to pay for such services and all monies and sums which the CONTRACTOR collected or deducted from the wages of his employees pursuant to any law, contract or agreement for the purpose of providing or paying for such service.

G. CONTRACTOR shall employ no person for more than eight hours in any one day, or 40 hours in any one week, except in cases of necessity, emergency, or where the public policy absolutely requires it, and in such cases CONTRACTOR shall pay the laborer at least time and a half pay for all overtime in excess of eight hours a day and for work performed on Saturday and on any legal holidays specified in ORS 187.010, except Veterans' Day. However, when specifically agreed to under a written labor-management negotiated labor agreement, a laborer may be paid at least time and a half pay for work performed on Veterans' Day or on any legal holiday specified in ORS 187.020.

H. The contract may be cancelled at the election of COUNTY for any willful failure or refusal on the part of CONTRACTOR to faithfully perform the contract according to its terms.

fas 830
Benton Co

Benton County Public Works Department
360 S.W. Avery Avenue
Telephone 753-7345
Corvallis, Oregon 97330

May 23, 1975

Phillip O. Stearns
Region II Federal Aid Engineer
2960 East State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Attached herewith are three copies of an Engineering Agreement for the design and construction engineering of the Evergreen Creek Bridge on Bellfountain Road in Benton County.

The consultant selected was Kraus and Dalke Consulting Engineers from Albany, Oregon. This firm completed an analysis of the Evergreen Creek Bridge in January, 1975, for which they were paid the sum of approximately $500.00. This preliminary analysis indicated that the existing bridge was capable of an H-9 loading and they had also pursued several methods for increasing the capacity of the existing bridge to an H-20 loading. Their analysis indicated that the expense in correcting the deficiencies of the existing bridge could not be justified when compared with the short term benefits. Subsequent to the analysis and report the decision was made to replace the existing bridge with a concrete structure.

Because of the heavy involvement of Kraus and Dalke in their analysis and recommendation for the short term and long term solutions to our bridge problem, I feel that they have a definite cost advantage over other consultants on this particular bridge design project. They are completely familiar with all of the existing conditions. I also have a great deal of personal respect for their abilities as professional engineers. I believe that their estimates of costs are quite reasonable and that it would be to our best benefit to use these consulting engineers on the Evergreen Creek Bridge Project.

Sincerely,

James E. Blair
James E. Blair, P.E.
Director of Public Works

JEB:cp

Enclosures

RECEIVED
COUNTY & CITY SECTION
JUN [illegible] 1975
☑ ENGR. ☐ COOR. ☑ DE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

8571.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 22, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects

Attached are tabulations and maps describing four proposed Federal Aid Secondary projects which are eligible for the use of Federal-Aid Secondary funds. Two of the projects are in Benton County and two are in Lake County.

One of the projects requested by Benton County is for a bridge over Frazier Creek on Independance Road, FAS 205. The FAS funds required for this structure are estimated to be approximately $70,000 ($7,700 will be the cost to the State).

The other project requested by Benton County is for a bridge over Evergreen Creek on Bellfountain Road, FAS 830. The FAS funds required for this structure are estimated to be approximately $90,000 ($9,900 of which will be the cost to the State).

One of the projects requested by Lake County is for a bridge over Cox Creek on County Road No. 2-16, FAS 19-107. The FAS funds required for this bridge are estimated to be approximately $32,000 ($3,500 of which will be the cost to the State).

The other project requested by Lake County is for a bridge over Thomas Creek which is also on County Road No. 2-16, FAS 19-107. The FAS funds required for this bridge are estimated to be approximately $32,000 ($3,500 of which will be the cost to the State).

These requests will be on the agenda for the April 29 meeting and I recommend your approval.

Atts.

bc:
- C. W. Head
- G. M. Baldwin
- A. E. Johnson
- E. S. Hunter
- R. L. Schroeder
- H. S. Coulter
- L. W. Rulien
- V. E. Skoog
- D. N. Harwell
- C. O. Fredrickson
- Jack Graham
- Gary Sund

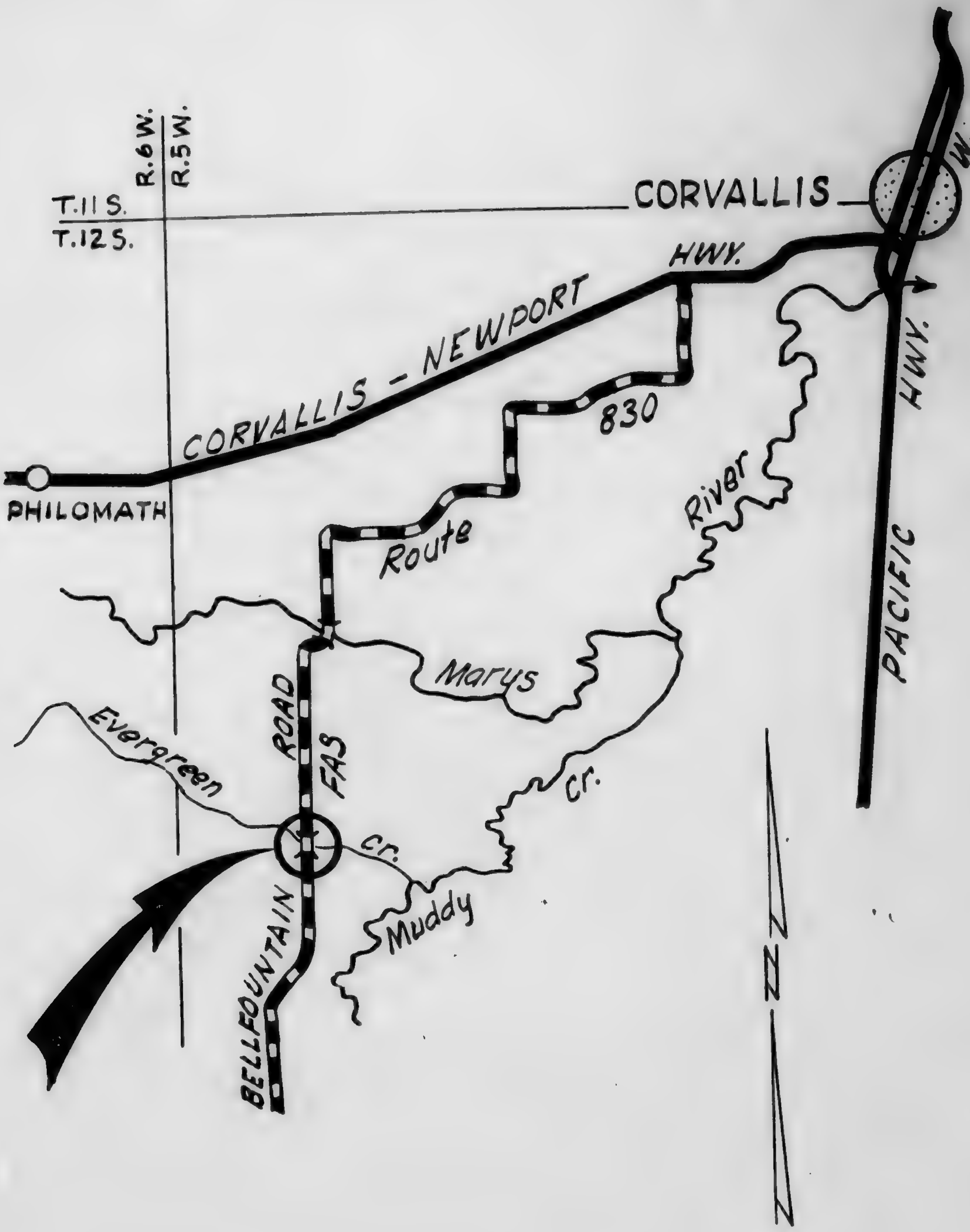
HR:scr dpy

BENTON COUNTY
Proposed Project

FAS 830--Evergreen Creek (Bellfountain Road) Bridge
Structure and Approaches
$90,000

Construct a reinforced concrete bridge with a 40-foot roadway. No sidewalks. Contractor to construct the approaches and connections, install the guardrail and place the riprap. No additional right-of-way. Utilities are involved. Engineering, both preliminary and construction, are to be done by a consulting engineering firm (Kraus and Dalke, Consulting Engineers). State to do the foundation testing, check plans and award the contract. County will remove the existing bridge, close the road during construction and be responsible for the detour.

75-c
4/18/75


R.6W.
R.5W.
T.11 S.
T.12 S.
CORVALLIS
W.
HWY.
CORVALLIS – NEWPORT
830
PHILOMATH
Route
River
HWY.
PACIFIC
Marys
ROAD
Evergreen
FAS
Cr.
cr.
Muddy
BELLFOUNTAIN
N

EVERGREEN CREEK BRIDGE

BELLFOUTAIN RD FAS 830

BENTON COUNTY

Benton Co
FAS 205 Frazier Cr Br
" 830 Evergreen Cr Br

Benton County Public Works Department
360 S.W. Avery Avenue
Telephone 753-7345
Corvallis, Oregon 97330

March 11, 1975

REGION 2 [illegible]
R[illegible]
[illegible] 1975
☐ ☐ ☐ ☐
☐ ☐ ☐ ☐

Phillip O. Stearns
Region II Federal Aid Engineer
Oregon State Highway Division
2960 East State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Enclosed herewith are executed copies of County Road FAS-C Project Requests.

Please note that I am applying for two separate bridge projects and would prefer to have these two projects engineered by Private Consultants.

I would like to get these projects under construction as soon as possible and would appreciate your advising me on the appropriate procedures to follow as we go along. It is possible that we could have these projects ready for contract by approximately the first of June of this year.

Also please note that Neal Peterson, through Devco Engineering, will be the consultant on the Independence Road Bridge crossing Frazier Creek and that he will be using Professor Lee Schroder for foundation testing. ✓

Kraus and Dalke Consulting Engineers will be the consultants on the Evergreen Bridge on the Bellfountain Road Project, and while I have indicated that the State would do the foundation testing, arrangements could also be made to have Professor Schroder do the foundation testing for Kraus and Dalke. The only reason I feel this may be appropriate is that it would likely result in much less delay since Professor Schroder would be almost immediately available and could get the results to us in short order.

If you should need a detailed bridge inspection report on either or both bridges, I am sure that we can complete such a detailed inspection and have the results to you rather quickly; or you may prefer to have your Regional Bridge Inspector inspect the bridges for you.

RECEIVED
COUNTY & CITY SECTION
MAR 27 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

If you think that these bridges may be elegible for funding other than FAS and can be built within the next six months under such other funding, please let me know because I have other places where I could use the available FAS money.

If you should have any questions please feel free to contact me immediately.

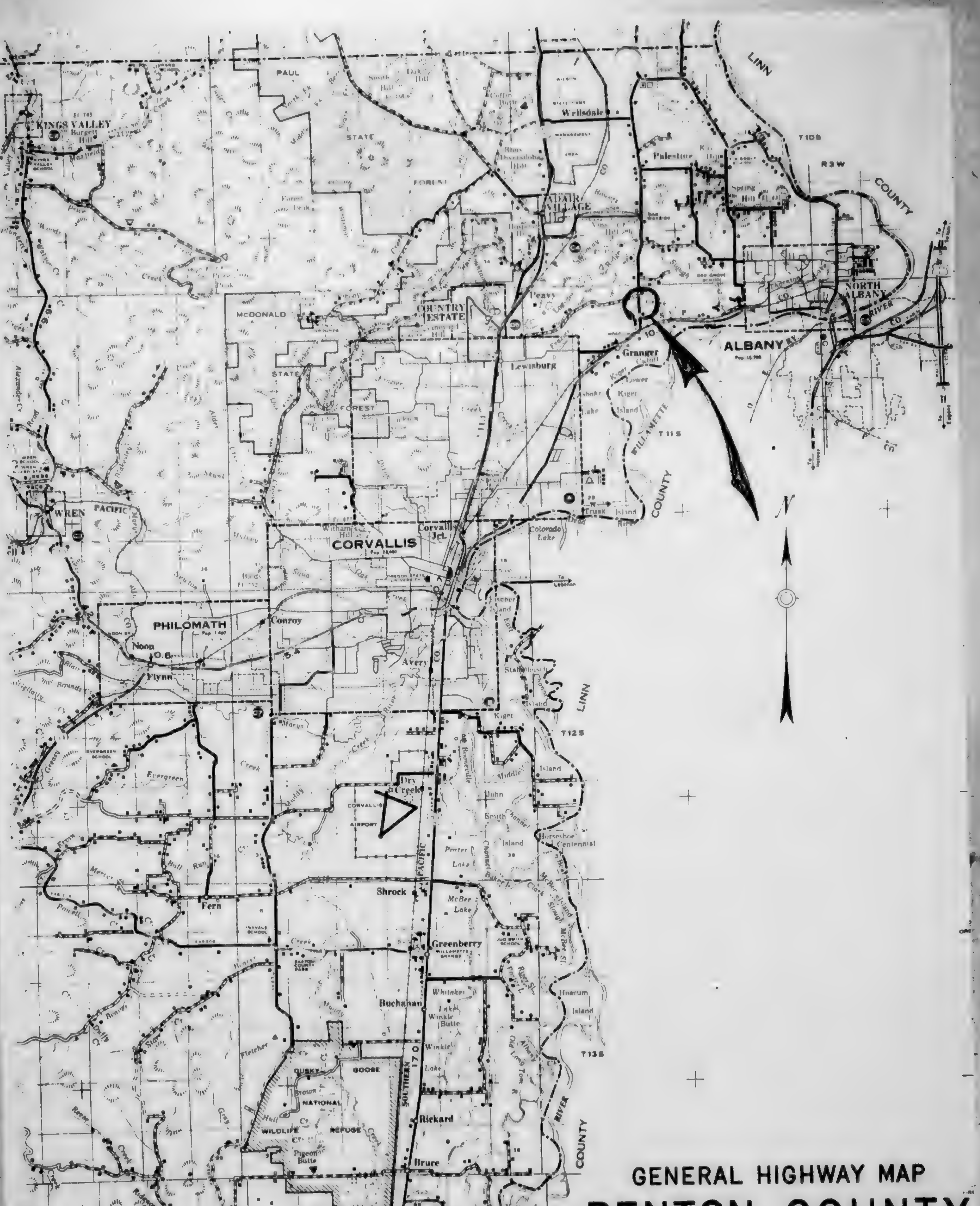
Sincerely,

James E. Blair

James E. Blair
Director of Public Works

JEB:cp

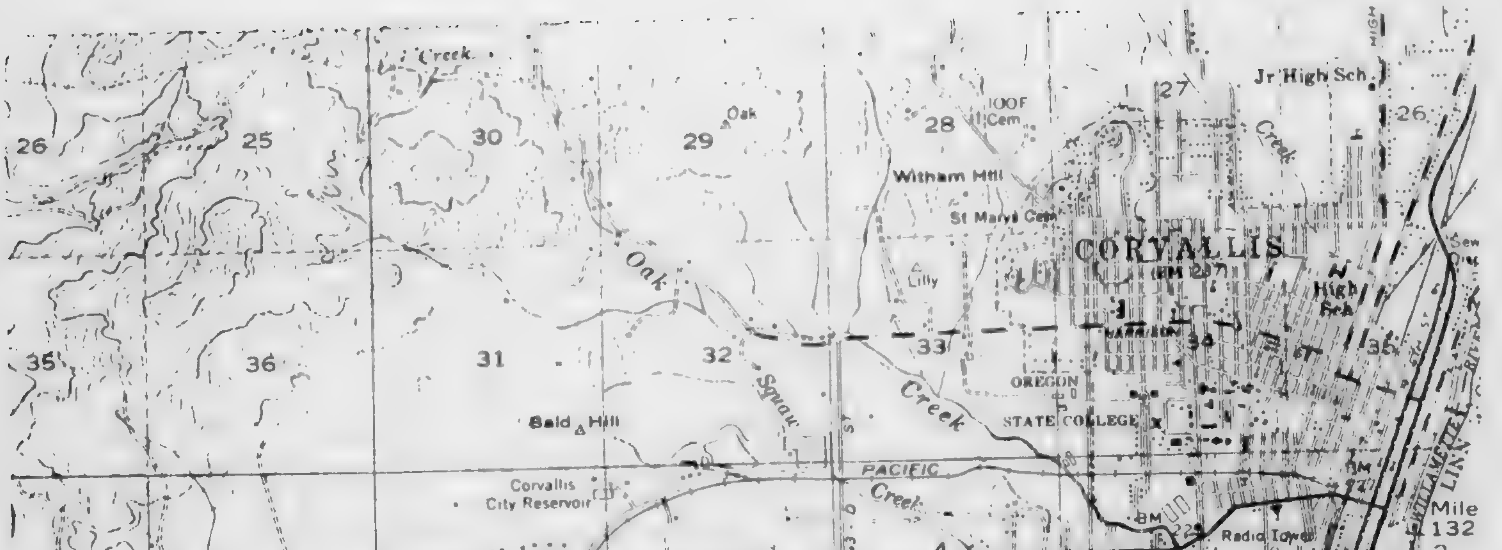
Enclosure


KINGS VALLEY
PAUL
STATE
FOREST
Wellsdale
ADAIR VILLAGE
Palestine
Spring Hill
NORTH ALBANY
ALBANY
LINN
COUNTY
T10S
R3W
McDONALD
COUNTRY ESTATE
Peavy
Granger
Lewisburg
Kiger Island
WILLAMETTE
RIVER
T11S
WREN
PACIFIC
CORVALLIS
Corvallis Jct.
Colorado Lake
Truax Island
PHILOMATH
Conroy
Noon
Flynn
Avery
Kiger
T12S
Evergreen
Dry Creek
CORVALLIS AIRPORT
Booneville
John
Porter Lake
Horseshoe
Centennial
Shrock
Fern
McBee Lake
Greenberry
Buchanan
Whitaker
Winkle Butte
T13S
NATIONAL
WILDLIFE
REFUGE
Pigeon Butte
Rickard
Bruce
Barclay
Norwood Island
SOUTHERN PACIFIC
N

GENERAL HIGHWAY MAP
BENTON COUNTY

VICINITY MAP

Scale: 1" = 1mi.



CORVALLIS
(BM 227)
Philomath
(BM 280)
Flynn
OREGON STATE COLLEGE
Jr High Sch
High Sch
IOOF Cem
Witham Hill
St Marys Cem
Bald Hill
Corvallis City Reservoir
WEST HILLS ROAD
SOUTHERN PACIFIC
PHILOMATH ROAD
Conroy
Pond
Oak Creek
Squaw Creek
Newton Creek
Radio Tower
Avery Park
Avery
Golf Course
Mt Union Cemetery
PLYMOUTH ROAD
Covered Bridge
Ponds
Marys River
Mile 10
Mile 5
Mile 132
BM 252
BM 204
BM 280
BM 256
BM 274
BM 226
BM 234
BM 237
BM 241
Mill Race
WILLAMETTE RIVER
Booneville Channel
BELLFOUNTAIN ROAD
BORDEN ROAD
Evergreen Creek
Muddy Creek
AIRPORT ROAD
CORVALLIS AIRPORT
Beacon
Dry Creek
PACIFIC HY WEST
PROJECT LOCATION
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830

App'd by
Transp Comm
4/29/75

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County Benton FAS No. 830 Date March 4, 1975
County Road Name Bellfountain Road
Section Name Seahauffer Flats
Type of Project Bridge
Location of Project (Attach sketch map) ______
ADT 1100 Design Speed 55 MPH

Is this request for county bridge design only? Yes ____ No x
county FAS bridge design? Yes x No ____
Will County hire consultant for this project? Yes x No ____
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type ______ Total Travel Width ____
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type ______ Width Each Side ______
(AC, Pug Cold Mix, Oil Mat) Total Top Width ______

3. Grading & Drainage:
By County ____ County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No ____
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing:
By County ____ County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No ____
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
______
Width between curbs ______

RECEIVED
COUNTY & CITY SECTION
MAR 27 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety________ Cost excessive to need or use__________
Sparse population____________ Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No__________
What type of separation from roadway will be used?____________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes__________No__________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No__________

12. Will replacement be by: County____________Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade? Yes____ No_____**

14. **Will County adjust structure to additional width? Yes____ No_____**

15. **Will adjusted width be standard? Yes_____ No_____**
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. **Does County wish rounding of cutbanks? Yes_____ No_____**

17. **Does County wish sight posts installed? Yes_____ No_____**

18. **Does County wish State to permanently stripe project? Yes_____ No_____**

19. **Will County do striping? Yes_____ No_____**

20. **Does County wish guardrail installed? Yes_____ No_____**

By County_______ Contractor_________
(NOTE: Guardrail, as shown on the plans, **must be installed before FHWA** will accept completed project.)

21. Does County wish permanent erosion control? **Yes_____No_____**
By seeding and mulching **Yes_____No_____**
By rock blanket **Yes_____No_____**
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? **Yes_____No_____**

23. Can through traffic be detoured? **Yes_____No_____**

24. Must new detour be constructed? **Yes_____No_____**

25. Will detour be constructed and maintained by County? Yes____ No____

26. Will detour be constructed & maintained by Contractor? Yes____ No____

27. Will County sign project outside work area during construction?
Yes____ No____

28. Will Contractor sign project outside work area during construction?
Yes____ No____

29. Should contract provide for permanent signing? Yes____ No____

30. Should State do permanent signing? Yes____ No____

31. Will traffic signals be required? Yes____ No____
If yes, give location and type desired____

32. Is project contingent upon other factors? Yes____ No____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____

Remarks re Section I:____

II. BRIDGE PROJECT DATA

1. Name of river or stream Evergreen Creek

2. Name of bridge Evergreen Bridge

3. Dimensions of existing bridge. Length 54' Roadway Width 24'8"

4. Type of design and material used in existing bridge.
Timber on Piling

5. Location (please attach map with location marked):
Section 19 Township T 125 Range R5W W.M.

6. Desired width of proposed bridge 40 Feet Approx. length 60 Feet
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______ No x
Upstream______ Downstream______ Width NA

8. Does County wish a particular type of bridge design? Yes X No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.) Prestressed Slabs on Piling

(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______ No X
Explain______

10. Foundation Testing: By County? Yes______ No X
By State? Yes X No______

11. Will County close road during construction? Yes X No______

12. Can presently established road be used as detour? Yes X No______

13. Must a new detour be constructed? Yes______ No x

14. Will detour be constructed & maintained by County? Yes X No______

15. Will detour be constructed & maintained by Contractor? Yes______ No X

16. Will County sign project outside work area during construction?
Yes x No______

17. Will Contractor sign project outside work area during construction?
Yes______ No X

18. Approaches or Connections by County Yes______ No x
by Contractor Yes x No______
Traveled surface: Type AC Width 28
Shoulder surface: Type Gravel Width 6
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______ No x

N.W. quadrant distance from structure NA
N.E. quadrant distance from structure 800 + feet
S.W. quadrant distance from structure NA
S.E. quadrant distance from structure NA

20. **Guardrail:** Desired on approaches or connections: Yes__x__ No_____
By County _______ Contractor__x___
Right side only? Yes______ No______
Both sides? Yes__x__ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure:
Remain in place? Yes_____ No__x___
Use for detour? Yes_____ No__x___
Removed by County? Yes__x__ No______
Removed by Contractor? Yes_____ No__x___
Salvaged by Contractor for County? Yes_____ No__x___

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No__x___
By Contractor? Yes__x__ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No___x____ Size___________
Company____
b. Sanitary sewer mains: Yes________ No___x____ Size___________
Company____
c. Storm sewer: Yes________ No___x____ Size___________
Company____
d. Gas mains: Yes________ No___x____ Size___________
Company____
e. Power lines: Yes________ No___x____ Size___________
Company____
f. Telephone lines: Yes________ No___x____ Size___________
Company____
g. Other Utilities:__________none__________

24. Does County wish provisions made for future utility attachment to structure? Yes________ No___x____

25. Does County wish lightpost bases and conduit installed?
Yes________ No___x____

26. Does County wish complete job of illumination in project?
Yes________ No___x____

27. Is project contingent upon other factors? Yes_______ No___x___
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ______________________

Remarks re Section II: Preliminary & Construction Engineering to be done by Consultant Kraus & Dalke Consulting Engineers Albany, Oregon

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes____ No x
   By Consultant? Yes____ No x
   By County? Yes x No____
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes x No____

3. Construction plans and specifications to be prepared:
   By State? Yes____ No x
   By Consultant? Yes x No____
   By County? Yes____ No x

4. Does County desire center line to be permanently monumented as part of project? Yes____ No x

5. Does County desire right-of-way to be permanently monumented as part of project? Yes____ No x
(NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

IV. RIGHT-OF-WAY & UTILITIES DATA

1. **What is width of existing right-of-way? Maximum** __60__ **Minimum** __60__

2. **Is any additional right-of-way needed? Yes**_____ **No**__X__ (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No____ NA

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes_____ No_____ NA

5. Should State prepare options? Yes____ No____ NA

6. Should material source site be included in right-of-way descriptions?
Yes_____ No_____ NA

7. Is there any merchantable timber on right-of-way?
Yes_____ No__X__

8. Will timber be reserved for owner? Yes_____ No__X__
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. **Will timber become property of contractor? Yes**_____ **No**__X__

10. Is a hearing necessary? Yes_____ No__x__
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes__x__ No_____
If yes, give type and name of utility company: __Consumer Power Co. electric, (Telephone) Pioneer__

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No__X__
If yes, give type and name of utility company:____________________

13. Are utilities on existing right-of-way by permit __NA__ or
by franchise_______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No__X__
If yes, give name of irrigation company or district____________________
and dates between which water can be turned off: From______________
To______________

15. Are there any railroad crossings? Yes_____ No__X__

16. Name of Railroad__NA__

17. Number of tracks: Mainline______ Siding______ Total 0

18. Sight Distance: ________________ (Left) ____________________(Right) NA

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________ NA

20. Angle of Intersection: NA

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______ NA

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______ NA
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection: NA

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______ NA

25. Will railroad crossing be altered: Yes______ No______
If yes, specify: NA

26. Traffic Control Signing:
To be part of project? Yes_____ No x
By County? Yes_____ No x
By State at County expense? Yes_____ No x
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No x
By County? Yes x No_____
By State at County expense? Yes_____ No x

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No x

29. Will P.U.C. application be made by State_______ or County______? NA
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No x
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____

V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry ________ Cinders ________

2. Owner: County ______ State ______ Private ______ Other ______

3. Location: ________ Section ______ Township ________ Range ______ W.M.

4. If County lease, what are royalty payments? ________

5. Materials furnished by County: Borrow ______ Select Topping ______
Base Course ______ Level Course ______ Mineral Agregates ______
Location ________
Miscellaneous Items ________

Remarks re Section V ________

VI. FINANCIAL DATA

1. Estimated Cost: $ 85,000.

2. Available FAS Funds $ 180,000.

3. Does County wish advancement of future Federal funds? Yes ____ No x
Amount ________

4. Date match money is available April 1, 1975

5. Will there be any 100% County money? Yes ______ No x

6. Maximum amount of 100% County money available: $ 0.00

7. Date County requests letting: No

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: None

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Larry Callahan
County Judge or Comm. Chairman

By Jeanette Somerville
County Commissioner

By Dale D. Schrock
County Commissioner

By James E. Bl[illegible]
County Engineer or Roadmaster

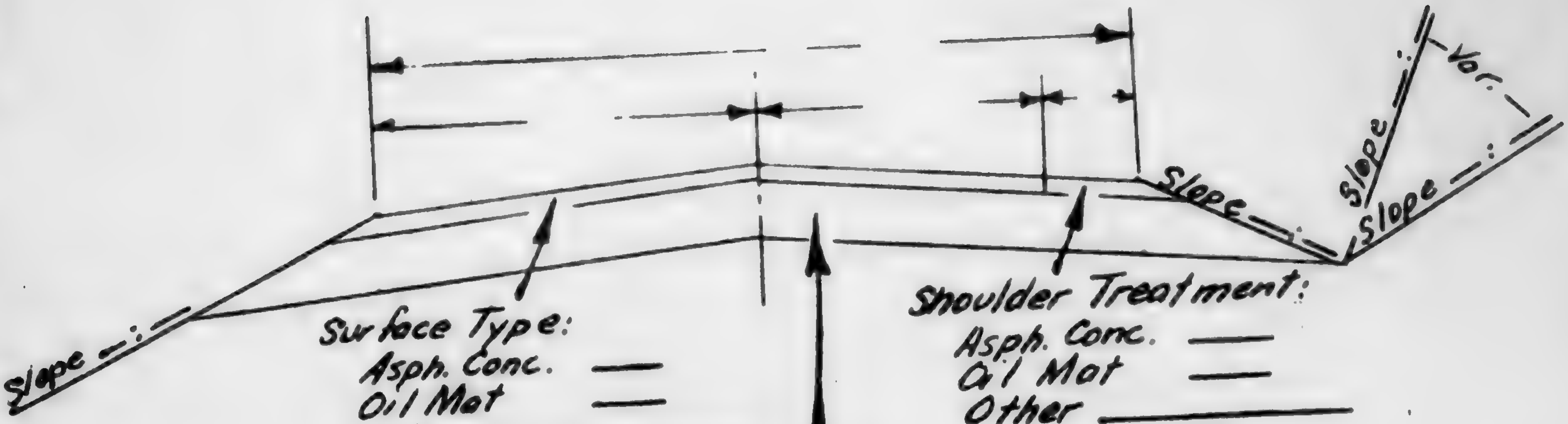
County ________

Date 3-12-75

Robert H. [illegible]
O.S.H.D. Field Engineer

Date 3-27-75

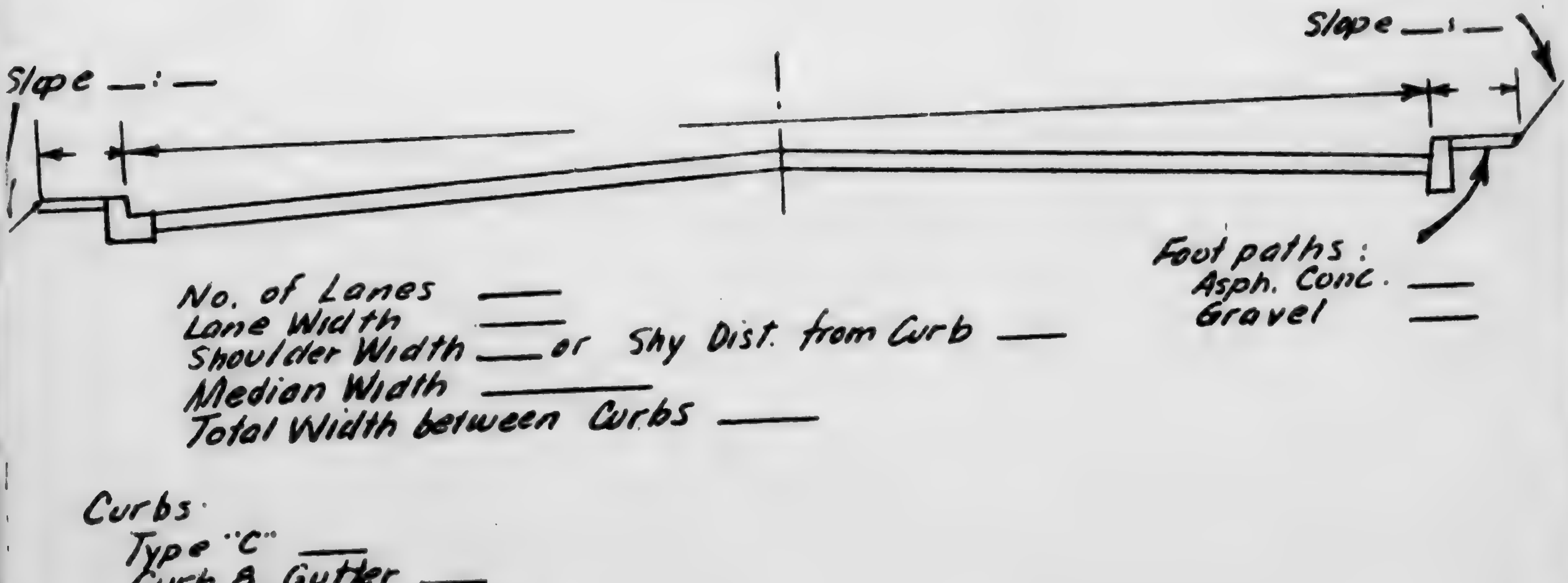
TYPICAL SECTION


Slope
Slope
Slope
Var.
Slope

Surface Type:
Asph. Conc. ____
Oil Mat ____
Other ________

Shoulder Treatment:
Asph. Conc. ____
Oil Mat ____
Other ________

Type of Base:
Pit or Quarry Run ____
Crushed Stone ____
Asph. Treated ____
Cement Treated ____


Slope —:—
Slope —:—

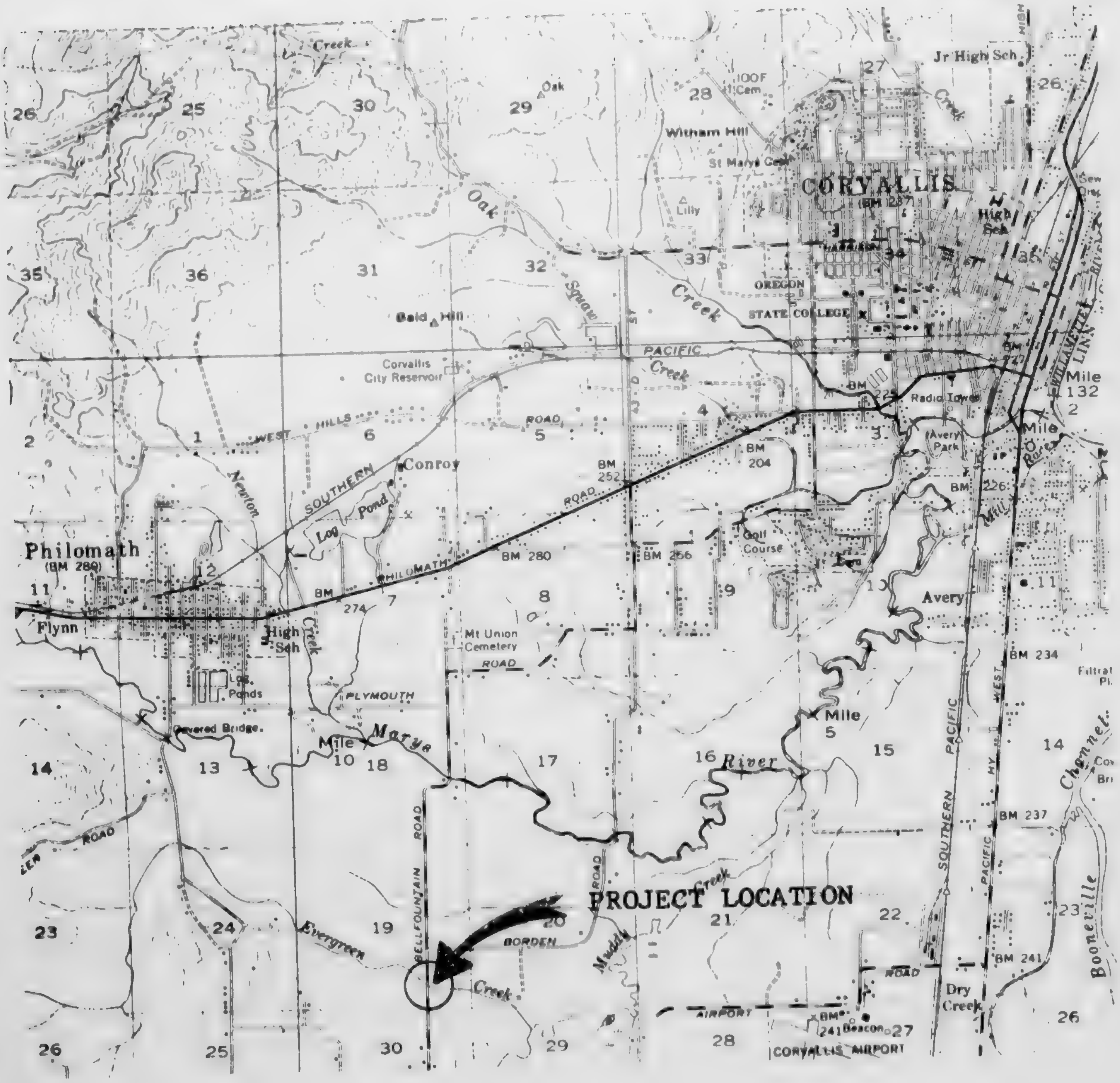
Foot paths:
Asph. Conc. ____
Gravel ____

No. of Lanes ____
Lane Width ____
Shoulder Width ____ or Shy Dist. from Curb ____
Median Width ________
Total Width between Curbs ____

Curbs:
Type "C" ____
Curb & Gutter ____
Other ________

VICINITY MAP

Scale: 1" = 1m


PROJECT LOCATION
CORVALLIS
OREGON
STATE COLLEGE
Philomath
Flynn
Witham Hill
Bald Hill
Corvallis City Reservoir
Conroy
Log Pond
Mt Union Cemetery
Covered Bridge
Avery
Avery Park
Golf Course
Radio Tower
Jr High Sch
High Sch
Oak Creek
Newton Creek
Marys River
Muddy Creek
Evergreen Creek
Dry Creek
Booneville Channel
WEST HILLS ROAD
PHILOMATH ROAD
PLYMOUTH ROAD
BELLFOUNTAIN ROAD
BORDEN ROAD
AIRPORT ROAD
CORVALLIS AIRPORT
SOUTHERN PACIFIC
WILLAMETTE RIVER
LINN
Beacon

8379 S.E. King Rd.-S.E. Harmony 1976
Rd. Sec. (Linwood Ave.) Milwaukie
(Grading & paving)

LcA 5292 9-3-75

8379

Form 81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-18-79	CC 1998		3 - 1901 - 297 (Group 8) 303 - 1059 - 297

BILL TO: Code: ______

Clackamas County
Public Works Department
902 Abernathy Road

Oregon City, Oregon 97045

Attn: Winston W. Kurth, County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING PER ATTACHED ITEMIZED STATEMENT:			
Urban System Project M-9727(1) S.E. King Rd.-S.E. Harmony Rd. Section S.E. Linnwood Avenue Clackamas County Covered by Agreement dated 8-28-75 Contract No. 8379			
TOTAL COST			$243,732.97
Less Federal Funds Collected			208,549.14
Less State Share			17,299.64
County Share			17,884.19
County Advance Deposit			29,654.00
REFUND DUE COUNTY			$ 11,769.81
(Attach Itemized Statement of Invoice)			

Advance Deposit Amount	$29,654
Advance Deposit Previously Transferred to Highway Fund	$24,500
Balance	$ 5,154
Transfer to Highway Fund	$ - - -
Refund Due	$ 5,154
Partial or final request for billing	FINAL
Number of the previous request in connection with this service.	CC 1641

Amount Due . . . . . $

Submitted by:

Gary E. Zehner

Gary E. Zehner

Approved:

Gerald Wimer

SP*35736

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** May 18, 1979

COUNTY Clackamas **Contract No.** 8379 **Date Completed** 10-18-76

PROJECT # M-9727(1) **Section** S.E. King Rd.-S.E. Harmony Rd.,S.E. Linnwood Ave.

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Preliminary Engineering		$ 15,271.75
Total Contract Payments		205,589.36
S.F.O. #1 Permanent Striping By County		1,680.83
Construction Engineering		21,112.45
Audit Expense		66.25
Interest Paid Contractor		12.33
TOTAL PROJECT COSTS		$243,732.97
Federal Aid Funds Collected:		
Preliminary Engineering	$ 13,102.14	
Construction	195,447.00	$208,549.14
	BALANCE	$ 35,183.83
Non-Participating Costs:		
Preliminary Engineering	$ 1.19	
Contract Payments	571.05	
Construction Engineering	84.13	
Interest	12.33	$ 668.70
	SUB TOTAL	$ 34,515.13
State Share: 50% of $34,515.13	=	$ 17,257.57
Plus 50% of $84.13 (Construction Engr.)	=	42.07
		$ 17,299.64
County Share: 50% of $34,515.13	=	$ 17,257.56
Plus Non-Participating Items		668.70
Less $42.07		42.07
		$ 17,884.19

Reference: Billing Form CC 1998

FORM 734-1745

Invoice for Service Rendered or Goods Furnished the

OREGON STATE HIGHWAY DEPARTMENT

by

Clackamas County
Public Works Department
902 Abernathy Road
Oregon City, Oregon 97045
Attn: Winston Kurth, Co. Engr.

Date 5-18-79

Invoice No.

P. O. No.

Additional funds to be refunded to Clackamas County for Urban System project M-9727 (1), S.E. King Rd.-S.E. Harmony Rd. Section, S.E. Linnwood Ave.

$6,615.81

REF: CC 1998
CC 1641

Gerald Wimer

9999 - 321.00 - (89)

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)* Treasurer of the State of Oregon

ADDRESS Capitol Building - Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE Oregon

VOUCHER PERIOD FROM 6-3-76 TO 5-16-78

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*)

FEDERAL AID PROJECT NO. CLACK. CO. M-9727(1)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$243,714.71	$243,064.27	85.8%	$208,549.14	$208,549.14	$ 0.00

RECEIVED DIVISION OFFICE		DIVISION OFFICE REVIEW MADE		PASSED FOR PAYMENT	
BY	DATE	BY	DATE	BY	DATE

V.E. Skoog
Controller

2/12/79

REMARKS Oregon

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMEN COSTS INCURRED UNDER PROJECT AGREEM

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	S.E. King Road - S.E. Harmony Road Section					
	FAU 0495 (Linnwood Ave.)					
	Clackamas County					
	Preliminary Engineering					
	Type Code P.E.					
	State	All	Required		$ 4,487.72	
	Clackamas County	All	Required		10,782.84	
	Total Participating P.E.				$ 15,270.56	
	Construction					
	Type Code 6203					
	Roadway (Sta. 0+00 To 41+10)					
	Final Contract Payment Summary	Lump	Sum		$205,018.31	
SFO	#1 Permanent Striping by County Forces	All	Required		1,680.83	*
	Total Participating Construction				$206,699.14	
	Construction Engineering					
	State	All	Required		21,028.32	
	Misc. Project Costs					
	Audit Expense	All	Required		66.25	
	Total Participating Cost				$243,064.27	
	Non Participating Items					
	Preliminary Engineering	All	Required		1.19	
	Final Contract Payment Summary	Lump	Sum		571.05	
	Interest Paid to Contractor	All	Required		12.33	
	Construction Engineering	All	Required		65.87	
	Total Non Participating Cost				$ 650.44	
	TOTAL COST				$243,714.71	
	Prepared based on Participating Cost as shown on Federal Billing as of 12/31/73.					
	* Audited Amount					
	AMOUNT CARRIED FORWARD					

```
                         002   1951   902   00 P 1                 233.36          937.00          2,467.88
                         002   1951   904   00 P 1                               9,220.00         36,323.00
                         002   1951   910   00 P 1                                   2.60              2.60
                         002   1951   913   00 P 1                                  68.45            179.73
                         002   1951   918   00 P 1                   3.72          876.48          2,350.02
                         002   1951   920   00 P 1                  92.72          168.28            168.28
                         002   1951   923   00 P 1                  16.30        2,037.56          5,173.84
                         002   1951   980   00 P 1                               8,763.41         10,802.53
                         002   1951   980   00 N 1                                  25.75             25.75
                                      TOT   P1                     346.10       22,084.61         57,600.18
                                      TOT   N1                                      25.75             25.75
                                    ** JOB TOTALS **               346.10 **    22,110.36 **      57,625.93 **

                                                                                                  00      STATE
SE KING RD-SE HARMONY RD  CONT NO     FA PROJ NOS M   727001 100
                          003  1901   296   00 N 9 TR. ST.                      1,083.50CR        13 102.14CR
                          003  1901   298   00 N 9 " FED.                       1,083.50          13.102.14
                          003  1901   901   00 P 1 RES.ENGR                         3.48CR        11,210.21
                          003  1901   902   0C P 1 CITIZEN INVOL.                                     51.71
                          003  1901   905   00 P 1 FIN. DES                                        2,428.00
                          003  1901   910   00 P 1 S & E.                                            460 19
                          003  1901   911   00 P 1 SIGN.                            1.19CR             40.16
                          003  1901   911   00 N 1 "                                1 19                1.19
                          003  1901   914   00 P 1 UT. LIAS.                                         421 07
                          003  1901   920   00 P 1 PROJ. MGMT.                                        74 13
                          003  1901   921   00 P 1 SPECS                           99.32CR           532 14
                          003  1901   923   00 P 1 ENV.                                                2 50
                          003  1901   924   00 P 1 DOT                                                50 45
                                      TOT   P1                                    103.99CR        15,270.56
                                      TOT   N1                                      1.19               1.19
                                    ** JOB TOTALS **                  **          102.80CR**      15,271.75 **

                                                                                                          STATE
B AVE-NORTHSHORE RD        CONT NO    FA PROJ NOS XI  565007 100
                          003  1902   920   00 P 1                  13.40          13 40             13 40
                                      TOT   P1                      13.40          13 40             13 40
                                    ** JOB TOTALS **                13.40 **       13.40 **          13 40 **
```

```
1   220 15 01 906 00 0 0
2   006 16 15 276 00 0 0
3   127 16 03 900 00 0 0
4   305 17 14 900 00 0 0
5   314 17 06 900 00 0 0
6   324 17 32 900 00 0 0
```

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                                                                                APRIL 1979          PAGE  171
TOTAL TO DATE JOB COST SUMMARY                                                    FISCAL            GRAND TOTAL     ACTIVE YRS
                                                                                YEAR TO DATE          TO DATE       BEG    END
DESCRIPTION OF JOB OR DEPARTMENT       PREFIX       FUNCTION   GR  CURRENT MONTH
                                                                                                      00          STATE
SE KING RD-SE HARMONY RD      CONT NO 8379 # FA PROJ NOS M   727001 100                           205,018.31        76     77
                                 303    1059      201      00 P 1  CONT. PAY.                         571.05        76     77
                                 303    1059      201      00 N 1     "                                12.33        77     77
                                 303    1059      206      00 N 1  INTEREST                         1,680.83        77     78
                                 303    1059      270      01 P 1  SFO#1         17,412.76CR      219,947.00CR      76     79
                                 303    1059      296      00 N 9  TR ST.                          24,500.00        76     76
                                 303    1059      297      00 N 9  " CO.         17,412.76        195,447.00        76     79
                                 303    1059      298      00 N 9  " FED             99.32         21,028.32        76     79
                                 303    1059      900      00 P 1  ENGRNG            18.26             84.13        76     79
                                 303    1059      900      00 N 1    "                                 66.25        77     77
                                 303    1059      915      00 P 1  AUDIT             99.32        227,793.71
                                                  TOT      P1                        18.26            667.51
                                                  TOT      N1                 **    117.58  **    228,461.22  **
                                               ** JOB TOTALS **
                                                                                                      00          STATE
SE BELL-SE 82ND MILWAUKIE     CONT NO 8424 # FA PROJ NOS M   714001 100                            47,986.84        77     77
                                 303    1061      201      00 P 1                                   1,455.63        77     78
                                 303    1061      270      01 P 1                   858.08CR       50,619.97CR      76     78
                                 303    1061      296      00 N 9                   858.08          3,908.08        77     78
                                 303    1061      297      00 N 9                                  46,711.89        76     78
                                 303    1061      298      00 N 9                                   4,921.42        76     77
                                 303    1061      900      00 P 1                                      42.65        76     78
                                 303    1061      900      00 N 1                                      78.87        76     77
                                 303    1061      915      00 P 1                                  54,442.76
                                                  TOT      P1                                          42.65
                                                  TOT      N1                 **             **    54,485.41  **
                                               ** JOB TOTALS **
                                                                                                      00          STATE
10TH ST@MAIN ST(ORE CITY)     CONT NO 8425 # FA PROJ NOS HHS 132014  53 M   607001  47             38,856.98        77     77
                                 303    1062      201      00 P 1                                  34,681.92        77     77
                                 303    1062      201      00 P 2                    11.92            584.33CR      77     78
                                 303    1062      203      00 P 1                    10.58            518.17CR      77     78
                                 303    1062      203      00 P 2                    11.92CR           11.92CR      78     78
                                 303    1062      203      00 N 1                    10.58CR           10.58CR      78     78
                                 303    1062      203      00 N 2                                      52.66        77     77
                                 303    1062      204      00 N 1                                      52.66CR      77     77
                                 303    1062      204      00 N 2                                      26.40        78     78
                                 303    1062      206      00 N 1                                      36.20        77     78
                                 303    1062      270      02 P 1                                      36.18        77     78
                                 303    1062      270      02 P 2                    72.82CR          150.26        77     78
                                 303    1062      270      03 P 1                    72.82            150.25        77     78
                                 303    1062      270      03 P 2                    87.07             87.07        78     78
                                 303    1062      270      04 P 1                    87.07CR          346.46        77     78
                                 303    1062      284      05 P 2                   881.85          2,881.85        76     79
                                 303    1062      295      00 N 9                 1,393.04CR     [illegible]6,522.28CR  [illegible]
                                 303    1062      296      00 N 9
```

STATE COPY

U.S. D[illegible]RTMENT OF TRANSPORTATION
FE[illegible]AL HIGHWAY ADMINISTRATION

cc: OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Clackamas	DIVISION Oregon
DATE OF REPORT 5/12/78	REPORT MADE BY J. Young, Engineer Trainee		PROJECT NO. M-9727(1)
COMPLETION DATE 10/18/76	ACCEPTANCE DATE BY CONTRACT AGENCY 3/24/77	TIME ELAPSED $\frac{60}{90} = 67$ %	CONTRACT TIME 90 calendar days
APPROVED EXTENSIONS —	LOCATION A 0.95 mile section of county road (FAU 9727) between King Road and SE Harmony Road		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

SE KING ROAD-SE HARMONY ROAD SECTION
LINNWOOD AVENUE-FAU9727
Grading & Paving

This project called for grading, draining, and paving a 0.95-mile section of existing facility to provide two 12-foot lanes with 6-foot shoulders.

The final amount of the original contract bid items was $203,258.16 or a 10.4 percent underrun of the original contract amount. The final project cost including engineering and all other charges was $231,073.36.

All participating work has been completed.

A final inspection of the project was made on March 14, 1977.

RECEIVED
STATE HWY ENGR
MAY 19 1978
REFER TO
FOR
Info In R.C. D. Sig. Act. File

5-19-78

COPY SENT
MAY 19 1978
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE Original Signed By G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5/15/78	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8379

March 25, 1977

Wells-Read-Wood-West Co.
415 Morgan Bldg.
720 S.W. Washington
Portland, OR 97205

Gentlemen:

Contract No. 8379 awarded to Portland Road & Driveway Company for work on the S.E. King Road-S.E. Harmony Road Section of FAU 0495 in Clackamas County was completed on October 18, 1976, and accepted by the State Highway Engineer on March 24, 1977.

Final payment in the amount of $1,000 will be released to the contractor after March 30, 1977. The total contract amount is $205,589.36 including $340.62 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Portland Road & Driveway Co.
7295 S.E. Kings Rd.
Portland, OR 97222

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, WA 98121

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
Region 1 Engineer

LETTER OF APPROVAL AND/OR AUTHORIZATION

STATE PROJECT NO.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
M-(Various)

COUNTY NAME
Various

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
12-28-76

FEDERAL ROUTE NUMBER
Various FAU Routes

STATE ROUTE NUMBER
City Streets

GENERAL LOCATION:

City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:
As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION

☒ OTHER (*Specify*) Program Change

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming		Revise Programming	
	Rte. No.	Proj. No.	Rte. No.	Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE
12-28-76

SIGNATURE OF APPROVING OFFICIAL

TITLE
Division Administrator

Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 12-28-76

FEDERAL ROUTE NUMBER Various FAU Routes

STATE ROUTE NUMBER City Streets

GENERAL LOCATION:

City of Portland Urban Area.

GENERAL DESCRIPTION OF WORK:
As requested in Mr. Rulien's 12-22-76 letter, the following program changes are approved to correspond with the approved system realignment in the city of Portland.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)* Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Item No.	Present Programming Rte. No.	Present Programming Proj. No.	Revise Programming Rte. No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
13	0929	M-0929(1)	9300	M-9300(1)
14	0064	M-0064(1)	9858	M-9858(1)
21	0800	M-0800(1)	9914	M-9914(1)
28	0005	M-0005(1)	9011	M-9011(1)
29	0017	M-0017(1)	9025	M-9025(1)
30	0385	M-0385(1)	9665	M-9665(1)
31	0495	M-0495(1)	9727	M-9727(1)
34	0970	M-0970(1)	9366	M-9366(1)
39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

DATE 12-28-76

SIGNATURE OF APPROVING OFFICIAL G. K. Hosner

TITLE Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1970-[illegible]

F A115

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

PRO 6-2

December 22, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Changes
Portland Urban System Projects

Hopkins
Harwell
Holmes
Prange
Unrein

RECEIVED
DEC 22 1976
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

We hereby request your approval of a minor program change on the following listed Federal-aid Urban System Projects to change the Federal-aid route and project numbers to correspond with the approved system realignment and renumbering of urban system routes in the Portland urban area.

Item No.	Present Programming Rte.No.	Present Programming Proj. No.	Revise Programming Rte.No.	Revise Programming Proj. No.
2	0600	M-0600(1)	9776	M-9776(1)
4	0265	M-0265(1)	9407	M-9407(1)
5	0600	M-0600(2)	9776	M-9776(2)
11	0600	M-0600(3)	9776	M-9776(3)
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14	0064	M-0064(1)	9858	M-9858(1)
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39	0944	M-0944(1)	9956	M-9956(1)
45	0944	M-0944(2)	9956	M-9956(2)
50	0150	MG-0150(1)	9556	MG-9556(1)
56	0710	M-0710(1)	9810	M-9810(1)
60	0175	M-0175(2)	9473	M-9473(2)
67	0944	M-0944(3)	9956	M-9956(3)
68	0944	M-0944(4)	9956	M-9956(4)
72	0315	M-0315(1)	9607	M-9607(1)
75	0036	M-0036(1)	9398	M-9398(1)
76	0285	M-0285(1)	9383	M-9383(1)

CL:bb
cc: D. E. Swan
G. Zehner
~~Finance~~

1374 13

FORM E-1 (REV 10-67)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: S.E. King Rd.-S.E. Harmony (Linwood Ave.)

WEEK ENDING: November 20, 1976

SECTION PREFIX: 303-1059

HIGHWAY: FAU 0495 (Linwood Ave.)

COUNTY: Clackamas

NAME OF JOB: S.E. King Rd.- S.E. Harmony

KIND OF WORK: Grade & Pave

CONTRACTOR: Portland Road & Driveway Co.

CONTRACT NUMBER: 8379

FEDERAL AID PROJECT NUMBER: M-0495(1)

DATE OF CONTRACT: July 2, 1976

DATE WORK STARTED: July 29, 1976

ESTIMATED COMPLETION DATE: October 18, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 90

SPECIFIED COMPLETION DATE:

WORK DAYS USED: 90

CALENDAR DAYS USED: 90

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION. $ 267,577.55

EXCLUSIVE OF ENGINEERING: $ 246,359.95

ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING $ 246,359.95

ESTIMATED PERCENT OVERRUN UNDERRUN 0 %

ENGINEERING AUTHORIZATION $ 21,217.60

ENGINEERING COST TO DATE $ 21,100.00

PERCENT OF AUTHORIZATION 99 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

DATE PROJECT WAS COMPLETED: October 18, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100		100				100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.02	1.02			1.02
MILES PARTIALLY COMPLETED	1.02	1.02			1.02
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3880	7200			6000
TOTAL QUANTITIES CORRECTED TO DATE	2070	4943			5832
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2070	4943			5832
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14	Cloudy	0		
MONDAY 15	Rain	0		
TUESDAY 16	Cloudy	0		
WEDNESDAY 17				
THURSDAY 18				
FRIDAY 12	Cloudy	0		
SATURDAY 13	"	0		

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
NOV 22 1976
CONSTRUCTION SECTION
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	14	No activity.
MONDAY	15	" "
TUESDAY	16	" "
WEDNESDAY	17	
THURSDAY	18	
FRIDAY	12	" "
SATURDAY	13	" "

REMARKS

Project completed October 18, 1976.
Semi-final estimate submitted November 16, 1976.

Final Report.

SIGNED ______ LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Clackamas County
902 Abernathy Road
Oregon City, OR 97045
Attention of Mr. Winston W. Kurth

Request No. (assigned by staff engineer or head of division) cc 1641

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $29,500.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of S.E. Linwood Ave. (S.E. King Rd.-S.E. Harmony Rd.) FAU 9727 Covered by agreement dated 8/28/75		24,500.00
		To be retained		$ 5,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 29,500.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
303-1059-297

Submitted by: Fred F. Hildebrandt
F. F. Hildebrandt

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request [illegible]

FAUS.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
September 27, 1976

FILE: 9727

FROM: L. E. George
Traffic Engineer

TO: E. L. Hardt
Region 1 Engineer

Attention: Paul W. Ward
Region Staff Assistant

SUBJECT: Bikeway Sign Study Plans
S.E. King Road-S.E. Harmony Road Section
FAU 0495 (Linwood Avenue)
Clackamas County

Your letter of September 22 to the Clackamas County Engineer indicated that the County was to prepare the sign plans and install the signs for the bikeway on the above-named project.

This office has no objections to the agreement but will request a plan review by our engineers to determine if the bikeway can be used with safety.

I am attaching a copy of a legal opinion from the Attorney General's Office regarding bikeways located on roadway shoulders. This opinion should be followed in the preparation of the sign plans.

L. E. George
Traffic Engineer

ELS:ds
Attachment

cc: Jack Sollis
W. H. Tebeau
Don Harwell
Don Shaffer

RECEIVED
COUNTY & CITY SECTION
SEP 28 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☑ UPE ☒ CE ☒ RE ☒ RPE ☐

8377 STATE COPY 15

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-58	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-16-76	State Oregon County Clackamas Project No. M-0495(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., S.E. King Rd. (Milwaukie), S. 0.95 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-3-76	1.02
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 269,766	$ 210,929

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator AUG 16 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 6, 1976

Federal-Aid Project
No. M-0495(1)

S.E. King Road-S.E. Harmony Road Section
FAU 0495 (Linnwood Ave.)
Clackamas County

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 15,500.00

Type Code 6203
Roadway (Sta. 0+00 to Sta. 54+10)

Mobilization	All Required		$ 14,640.00
Temporary Protection and Direction of Traffic	All Required		3,000.00
Temporary Signs	275 sq.ft.	9.85	2,708.75
Temporary Barricades	2 only	100.00	200.00
Flagmen	250 hours	17.00	4,250.00
Clearing and Grubbing	All Required		3,000.00
Removal of Structures and Obstructions	All Required		1,200.00
General Excavation	3,880 cu.yds.	3.15	12,222.00
Trench Excavation	2,330 cu.yds.	3.15	7,339.50
Finishing Roadbed and Slopes	All Required		1,250.00
Watering	130 M-gals.	10.00	1,300.00
1"-0 Aggregate Base	7,200 tons	5.85	42,120.00
Class "C" Asphalt Concrete Mixture	6,000 tons	9.75	58,500.00
Asphalt Cement in Mixture	390 tons	67.00	26,130.00
Asphalt in Tack Coat	5 tons	200.00	1,000.00
8-inch Sewer Pipe	50 lin.ft.	4.00	200.00
12-inch Sewer Pipe	2,694 lin.ft.	4.60	12,392.40
15-inch Sewer Pipe	642 lin.ft.	6.47	4,153.74
18-inch Sewer Pipe	420 lin.ft.	8.23	3,456.60
24-inch Sewer Pipe	292 lin.ft.	10.58	3,089.36
Extra for Pipe Under Pavement	615 lin.ft.	3.92	2,410.80
Bedding Material	185 cu.yds.	10.00	1,850.00
Concrete Manholes	8 only	606.25	4,850.00
Concrete Inlets, Type G-2	17 only	275.00	4,675.00
Concrete Curbs	880 lin.ft.	1.30	1,144.00
Extra for Asphalt Approaches	75 only	75.00	5,625.00
Extra for Asphalt Paved Valley Gutters	930 lin.ft.	2.00	1,860.00
Adjusting Inlets	2 only	150.00	300.00
Bi-Directional Crystal Type 1 Markers	20 only	20.00	400.00
			$225,267.15

Anticipated Items

Stage Construction Striping (S.F.)	All Required	$ 1,000.00
Temporary Erosion Control (E.W.)	All Required	500.00
Permanent Pavement Striping & Markers (C.F.)	All Required	4,384.00
		$ 5,884.00
	Subtotal	$231,151.15
	Engineering	23,114.85
	Total	$254,266.00

Length of Project . . . . 1.025 Miles

Cost of Roadway Per Mile $248,064.39

Work Retained in Program Status
(Not included in totals below)

Bikeway Signs (Co.F.)	All Required	$ 2,500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P.E.	$ 15,500.00	$ 12,119.00	$ 1,690.00	$ 1,691.00
Roadway	254,266.00	198,810.00	27,728.00	27,728.00
Total	$269,766.00	$210,929.00	$29,418.00	$ 29,419.00

Group 1	100%
Contract No.	8379
Prefix No.	303-1059
Prefix No.	3-1901 P.E.

S.E. King Road-S.E. Harmony Road Section
Nonparticipating - State Work

Furnish Mail Box Posts	All Required		$ 600.00
Setting Mail Box Posts	50 only	30.00	1,500.00

fans

June 25, 1976

Mr. Winston W. Kurth
Clackamas County Engineer
Department of Public Works
902 Abernathy Road
Oregon City, Oregon 97045

Dear Mr. Kurth:

The Highway Division opened bids yesterday on the S. E. King Road-S. E. Harmony Road Section of Linwood Avenue, Urban System Project M-0495(1). Two bids were received and the low bid was submitted by Portland Road and Driveway Company of Portland.

The anticipated construction cost based on their bid is as follows:

Contractor's Bid	$226,767.15
Anticipated Additional Items	8,984.00
	$235,751.15
Contingencies (4-1/2%)	10,608.80
Engineering (9%)	21,217.60
Total	$267,577.55

County's estimated share:

11% of $267,577.55 = $29,433.53

Advance Deposit = $29,500

☐ ENGR. ☐ ASST. ☒ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

Please make your check in the amount of $29,500 payable to the Oregon State Highway Division and send it to Mr. Jon Rose, Region 1 Federal Aid Engineer, 9200 S. W. McLoughlin Boulevard, Milwaukie 97222.

Very truly yours,

GEZ
for Richard Unrein
Urban Engineer
County-City Unit

GEZ:sch

bc w/att: Jon Rose--Upon receipt of county's check, notify Carl Nelson at 378-6563, attach copy of notification of advance deposit No. AD-210 and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division AD-210

NOTIFICATION OF ADVANCE DEPOSIT

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference ____________
Invoice No. ____________
Date Recd. ____________

CARD 1

Depositor Clackamas County

Amount $29,500

Section Responsible for Monitoring Project Region 1

Estimated Completion Date 11/1/76

Purpose Construction Advance deposit for Urban System project.

Other Information (File #, FA Project, etc.) M-0495(1)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other ____________

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 303-1059 PE Prefix ____________

(4) ☐ SCA (7) ☐ Off System
(5) ☒ Urban (8) ☐ Title II, Normal
(6) ☐ FAS-C (9) ☐ Title II, Grade Crossing

CARD 2

Remarks S. E. King Rd.-S. E. Harmony Rd. Section
S. E. Linwood Ave., FAU 0495

Prepared by Gary E Zehner Date 6/24/76
Gary E. Zehner

AD-210

NOTICE OF ADVANCE DEPOSIT RECEIVED

To: County-City Unit
203 State Highway Building

ACCOUNTING ONLY
Reference ____________
Invoice No. ____________
Date Recd. ____________
Deposit Amt. ____________

Depositor Clackamas County

Remarks Construction Advance Deposit for
Linwood Avenue Urban System project M-0495(1).

Received by ____________

Form 81-734-1382

8379

15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

June 11, 1976

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 24 Bid Letting

TO: FILE

Bids will be opened June 24 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Evergreen Creek Bridge Section
FAP RS-477(4) (2 mi. S. of Philomath)
Benton County

Grading, paving and structure.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

2. SE King Rd-SE Harmony Rd Section
FAU 0495 (Linwood Ave, Milwaukie)
Clackamas County

Grading and paving

Class III bikeway to be provided.

3. Stump removal project, various county roads
FAP SRS-000S (43)
Clackamas County

Clearing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

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FOR

Info	Inves	R/D	D/R	Sign	Act	File

4. Cape Arago Hwy-Central Ave Section
   Empire-Coos Bay Highway, FAP HHS-2680(1)
   Coos County

   Illumination

   Same as No. 3.

5. Powers (Fir St) Section
   Coos County

   Paving

   City requests that footpaths and bicycle trails not be established under this project as per ORS 366.514, subsection 2(c) which states that "Footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths or trails."

6. Rock Cr-Steamboat Section
   Umpqua Hwy, FAP RS-14(13)
   Douglas County

   Grade, pave, guardrail

   Same as No. 1

7. Forest Boundary-Little Beach Cr Section
   Pendleton-John Day Hwy, FAP RF-182(8)
   Grant County

   Paving

   Same as No. 1

8. Reuben Cr-Rock Cr Section
   Lower Graves Cr Rd, FAS 17-100
   Josephine County

   Grade & base

   Same as No. 1

9. Carol Ave-Maxwell Rd. Section
Prairie Rd., FAP M-1375(1)
Lane County

Grade, pave, signals

Five-foot footpath will be provided.

10. Woodburn Intchge-Hayesville Intchge Section
Pacific Hwy, FAP I-5-5(65)260
Marion County

Landscaping

Same as No. 3

11. 25th St-SE Lancaster Dr Intchge Section
North Santiam Hwy, Mission St. SE, FAP M-1560 & US265(14)
Marion County

Grade, pave, structure, signing, illumination, signals, landscaping

Bikeways are not provided on this section.Under conditions set forth in Section 2(2)(c) which states, "Where sparcity of population, other available ways or other factors indicate an absence of any need for such paths and trails.", a bikeway would not be required. A parallel facility exists on State Street. A 5-foot sidewalk will be provided on the north side of Mission Street.

12. Gatch St at E. Lincoln St (Woodburn)
FAU 5281
Marion County

Grade, pave

Five-foot sidewalks will be provided.

13. Hubbard (5th St) Section
City Street
Marion County

Grade, pave

Same as No. 5.

14. Gervais (1st, 2nd, 4th Sts) Section
City Streets
Marion County

Grade, pave

Same as No. 5.

15. Champoeg State Park
Marion County

Building

Same as No. 3.

16. NE Sandy Blvd at NE 181st Ave.
Northeast Portland Hwy, FAP HHS-201(5)
Multnomah County

Traffic signals

Same as No. 3

17. Troutdale (SE 6th St) Section
City Street
Multnomah County

Grade, pave

Same as No. 5. Future curb and sidewalk construction by others.

18. Deadmans Pass Safety Rest Area
Old Oregon Trail Hwy, FAP I-80-N-6(62)228
Umatilla County

Water supply system improvement

Same as No. 3

19. Catherine Creek Bridge Section
FAS 205
Union County

Grade, pave, structure

Same as No. 1.

20. North Plains (Lenox Ave) Section
City Street
Washington County

Grade, pave

Same as No. 5.

21. W Elm Ave-Hermiston City Limits (NW Butter Cr Rd)
FAP SRS-000S(42)
Umatilla County

Grade, pave

Same as No. 1.

LD:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell
D. N. Harwell

FAUS
Clack Co

[illegible] PAVING

NARRATIVE REPORT

5 - [illegible]

The safety, asphalt overlay and widening of Linwood Avenue between King Road and Harmony-Railroad Avenue is under the Urban System Program. Linwood Avenue is a portion of the Urban System network under the jurisdiction and control of the County and has been designated Federal Aid Urban System Route 0495. This project is tentatively scheduled to begin construction in May or June, 1976 with an estimated time of 90 days for completion of project.

All plans, quantities and bid estimates have been completed by Clackamas County; standard specifications and contracts will be prepared by the State Highway Department. There will be no excavation or embankment of slopes. Right of Way acquisitions will not be needed.

A Benkelman beam analysis was conducted by the State Highway Department and it was determined an asphalt design of a 1" Class "C" leveling and patching lift and a 6", "Class C" overlay would be adequate for the base design on this project, except that the curbed area between Queen and King (Station 0+00 - 3+25) shall receive 1 lift 3 inches thick and the unpaved shoulder area will receive a 2 inch lift during the patching and leveling operation.

The roadway will be widened from an average of 21 feet wide to a width of 24 feet with two additional 6 foot paved lanes on both sides of the road. Originally the plan called for an 8 foot wide bike path, however a change was made to 6 feet. This reduction in width was due to the steep side slopes, several large trees, and many shrubs that we are trying to retain.

All utilities have been notified by mail of the impending project. There are no major utility relocations required. There will be a need for coordination between the contractor, City of Milwaukie and Service District #1 for adjustment of manholes to finished grade. These adjustments will be done by the Sanitary Districts. All utility locations in the right of way are allowed under a permit and subject to relocation at the discretion of the Board of County Commissioners. The afore-mentioned permit was established by Clackamas County Court Order 12695. There are no utilities eligible for reimbursement due to relocation. The following utilities will need 48 hour notice and cooperation from the contractor to make necessary adjustments to the valves in the paving area.

1. Northwest Natural Gas
2. Pacific Northwest Bell
3. Oak Lodge Water District
4. Wichita Water Company
5. Clackamas Water Company
6. City of Milwaukie

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MAR 2[illegible] 1976
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The County will do the signing, paint striping and place the safety lane buttons between the travel lane and the bike lane. A statement of the estimated force account charges is attached.

The Contractor will place the asphalt in: (1) 1" lift for patching and leveling (2) 2" base lift (3) 2" lift for the wearing course, the full length of the project except the curbed area from Station 0+00 to 3+50 shall receive: a. 1" lift for patching and leveling b. 3" wearing course only, tapered to 1/2" at the curb as shown on the typical section. The contractor shall pave all driveways with a 2" lift of Class "C" A.C. on a 10:1 slopes. There are 55 driveways with an average width of 16'; the match point of the driveway will range from 4' to 8'.

A future 2" A.C. wearing course lift will be done by others, this will satisfy the base design requirements set forth by the Oregon State Highway Department.

The contractor may obtain a road closure for the base course and wearing course however traffic will be maintained during the leveling and patching operation. In order to obtain a road closure, the contractor must contact Clackamas County Traffic Engineer at least five days in advance. The specific detour and signing will be outlined at that time.

Drainage in this area now consists of a 30 foot deep dry well, two short ditches and several catch basins at each end of the project. The new plans include a storm drainage pipe, manholes and catch basins covering the total length of the project. The storm drainage is located 21 feet from the centerline of the road which coincides with the future planned widening and curbing of Linwood Avenue.

An interim drainage course will have to be established between catch basins. I feel this can best be accomplished during construction as directed by the Engineer. The drainage course would consist of a shaped sub-grade with an 8" lift of crushed base draining at the catch basins through weep holes in the side of the catch basins.

Clackamas County Engineers have established the right of way in conjunction with this project and put the appropriate monuments in the ground. All right of way monuments and curve data are noted on the plans.

The project is stationed on the west edge of the pavement with a point mark every one hundred feet and begins at the projected curb line of King Road and proceeds south to the terminus at Cedar Crest Avenue, Station 54+03.

I trust this report together with the attached plans, calculations and field notes, has satisfied the Oregon State Highway Department's standards for this project.

ROD WICHMAN - Chief Engineer

By

BILL FITCH - Engineering Technician

/rn

- Addendum to the Narrative -

Enclosed are:

1. Pictures covering Linwood Avenue, between King and Harmony, taken immediately after an average rain. You will note that most ponding takes place in local potholes, which will be eliminated by grading and shoulder rock. I feel that because Linwood is situated on a ridge and provides good drainage naturally, a shaped sub-grade shoulder covered with a 7"-8" lift of crushed rock located between catch basins will provide an adequate interim drainage solution.

2. As built plans for sanitary sewer house connections done by the City of Milwaukie.

3. Utility depths in the proposed culvert crossing area potholed and measured by Clackamas County.

The itemized statement below comprises the force account work to be done by Clackamas County on Linwood Safety Overlay Project.

Labor, including overhead				
Flagman [2]	Temporary	80 hrs.	@ $ 4.00/hr	= $ 320.00
Laborer -Paint, buttons, etc.	RMII	120 hrs.	@ $10.00/hr	= $ 1,200.00
Equipment Rental				
Pickup [2]		40 hrs.	@ $ 1.35/hr	= $ 54.00
Materials				
24" x 24" signs		10 ea.	@ $12.80	= $ 128.00
6" x 6" sign posts		10 ea.	@ $ 3.00	= $ 30.00
Buttons paint, epoxy, etc.		1 mile		= $ 2,700.00
			TOTAL	= $ 4,432.00
	15% Contingency			$ 664.80
	Total			$ 5,096.80

1/3

PROJECT LINWOOD OVERLAY COST ESTIMATE March 5, 1976

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	COMMENTS
Mobilization	Lump Sum	1.0	16,000.00	16,000.00	
Temporary Protection and Direct Traffic	Lump Sum	1.0	2,000.00	2,000.00	
Temporary Signs	Sq. Ft.	273.0	7.00	1,911.00	
Temporary Barricades	Only	2.0	55.00	110.00	
Flagmen	Hours	250.0	12.25	3,062.50	
Roadwork					
Clearing and Grubbing	Lump Sum	1.0	1,000.00	1,000.00	
General Excavation	Cu. Yds.	2,400.0	3.50	8,400.00	
Trench Excavation	Cu. Yds.	1,600.0	4.25	6,800.00	
Finishing Roadbed and Slopes	Lump Sum	1.0	6,000.00	6,000.00	
Watering	M-Gals	40.0	11.00	440.00	
Plant Mix Aggregate Base	Tons	5,400.0	5.00	27,000.00	
Class "B" or Class "C" Asphalt Concrete Mix	Tons	7,400.0	10.00	74,000.00	
Asphalt Cement in Mixture	Tons	480.0	70.00	33,600.00	
Asphalt in Tack Coat	Tons	3.5	150.00	525.00	

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PROJECT LINWOOD OVERLAY

COST ESTIMATE

March 5, 1976

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	COMMENTS
12-inch Sewer Pipe C-14	Lin-Ft.	1,876.0	4.70	8.817.20	
12-inch Sewer Pipe C-76 Class V	Lin-Ft.	867.0	5.70	4,941.90	
15-inch Sewer Pipe C-14	Lin-Ft.	786.0	6.60	5,187.60	
15-inch Sewer Pipe C-76 Class V	Lin-Ft.	102.0	7.80	795.60	
18-inch Sewer Pipe C-14	Lin-Ft.	356.0	8.50	3,026.00	
Extra For Pipe Under Pavement	Lin-Ft.	178.0	6.00	1,068.00	
Bedding Material	Cu. Yds.	220.0	8.00	1,760.00	
Concrete Manholes	Only	4.0	625.00	2,500.00	
Concrete Inlets Type G-2	Only	17.0	325.00	5,525.00	
6-inch Drain Pipe	Lin-Ft.	153.0	5.00	765.00	
Special Filter Material in Drains	Cu. Yds.	12.0	20.00	240.00	
Extruded Concrete Curb	Lin-Ft.	230.0	1.50	345.00	
Extra for Asphalt Approaches	Only	55.0	85.00	4,675.00	
Extra for Paved Valley Gutter	Lin-Ft.	1020.0	1.00	1,020.00	
Setting Mailbox Post	Only	50.0	25.00	1,250.00	

3/3

PROJECT LINWOOD OVERLAY COST ESTIMATE March 5, 1976

ITEM	UNIT	QUANTITY	UNIT COST	TOTAL COST	COMMENTS
Sub-Total				$222,764.80	
Engineering	15%			$ 33,414.72	
Sub-Total				$256,179.52	
Contingency	10%			$ 25,617.95	
Total				$281,797.47	

FAUS

Rev. 5-24-76
5-27 [illegible]

BEN GIFFORD

Section S.E. King Road - S.E. Harmony Road

Programming Estimate $288,000

Highway FAU 0495 (Linwood Ave)

Project Length 1.02 mi

County Clackamas

Completion Time ~~90 cal. days~~
Nov 1, 1976

Kind of Work Grading & Paving

Prefix 3-1901

FA Project No. M-0495(1)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 244,~~220~~ 683

Anticipated Additional Items:

Royalty Payment	
Building Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping & Markers	4384
Stage Construction Striping	1000
Temporary Erosion Control	500
Install Truck Scale Mechanism	
Truck Scale House	
Install Temporary Traffic Signals	
Install Water Meter	
Furnish Water	
Laboratory Fees	
Furnish Mail Box Posts (25)	600
Pipe Bedding Materials	
On the Job Trainees	
State Responsibility for Damages	
Signal Controller Testing	
Bikeway Signs	2500 ~~5100~~
Adjust Utilities	
Misc. Permit Fees	

$ ~~7,200~~ 8984

$ 253,667
~~251,420~~

Contingencies (4-1/2%) 11,415.02

Engineering (9 %) 22,830.03

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SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ 287,912.05

NOTED
D. O. Christensen

ok by County

OREGON STATE HIGHWAY DIVISION

~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE

Sheet 1 of 2

Date 5-19-

Section SE King Rd. - S.E. Harmony Rd.

County Clackamas

Kind Of Work Grading and Paving

Length 1.02 mi

Name Gallaweing

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
					5/20/76 CEL	
1	Mobilization		Lump Sum	All Spec.	6%	13,800
2	Temporary Protection And Direction Of Traffic		Lump Sum	All Spec.		3,000
3	Temporary Signs		Sq. Ft.	275	6^{00}	1,650
4	Temporary Barricades		Each	2	100^{00}	200
5	Flagmen		Hour	250	15^{00}	3750
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All Spec.		1000^{00}
	Removal Of Structures And Obstructions		Lump Sum	All Spec.		500^{00}
	General Excavation		Cu. Yd.	3,880	3^{50}	13,580
	Trench Excavation		Cu. Yd.	2,330	6^{00}	13,980
	Finishing Roadbed And Slopes		Lump Sum	All Spec.		3500^{00}
	Watering		M-Gal.	130	10^{00}	1300
	1"-0 Aggregate Base		Ton	7,200	4^{75}	34,200
	Class "C" Asphalt Concrete Mixture		Ton	6,000	10^{00}	60,000
	Asphalt Cement In Mixture		Ton	390	70^{00}	27,300
	Asphalt In Tack Coat		Ton	5	150^{00}	750
	8-inch Sewer Pipe		Lin. Ft.	50 ~~150~~	5^{50}	275 ~~825~~
	12-inch Sewer Pipe		Lin. Ft.	2,694 ~~2690~~	6^{50}	17,511 ~~17485~~
	15-inch Sewer Pipe		Lin. Ft.	642 ~~540~~	10^{00}	6,420 ~~5400~~
	18-inch Sewer Pipe		Lin. Ft.	420	12^{00}	5040
	24-inch Sewer Pipe		Lin. Ft.	292	16^{00}	4672
	Extra For Pipe Under Pavement		Lin. Ft.	615	10^{00}	6150
	Bedding Material		Cu. Yd.	185	8^{00}	1480

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet ______ of ______
Date ______
Section S.E. King Rd. - S.E. Harmony Rd.
County ______
Kind Of Work Grading And Paving
Length ______
Name ______

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	Concrete Manholes		Each	8	750.00	6000
	Concrete Inlets, Type G-2		Each	17	350.00	5950
	Concrete Curbs		Lin. Ft.	880	1.25	1,540
	Extra For Asphalt Approaches		Each	75	100.00	7,500
	Extra For Asphalt Paved Valley Gutters		Lin. Ft.	930	1.00	930
	~~[illegible]~~		~~[illegible]~~	~~[illegible]~~	~~[illegible]~~	~~[illegible]~~
	Adjusting Inlets		Each	2	75.00	150
	Setting Mailbox Posts		Each	50	50.00	2500
	Bi-Directional Crystal Type I Markers		Each	20	2.75	55
						~~244,220~~
						244,683

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Details
2A	Summary & Details
2B	Pipe Data
3,4,5	Plan & Profile

STATE OF OR

STATE HIGHWAY

PLANS FOR PROPOSED

S.E. KING ROAD ~ S.E. HA

FAU 0495 (LINWOO

CLACKAMAS COUN

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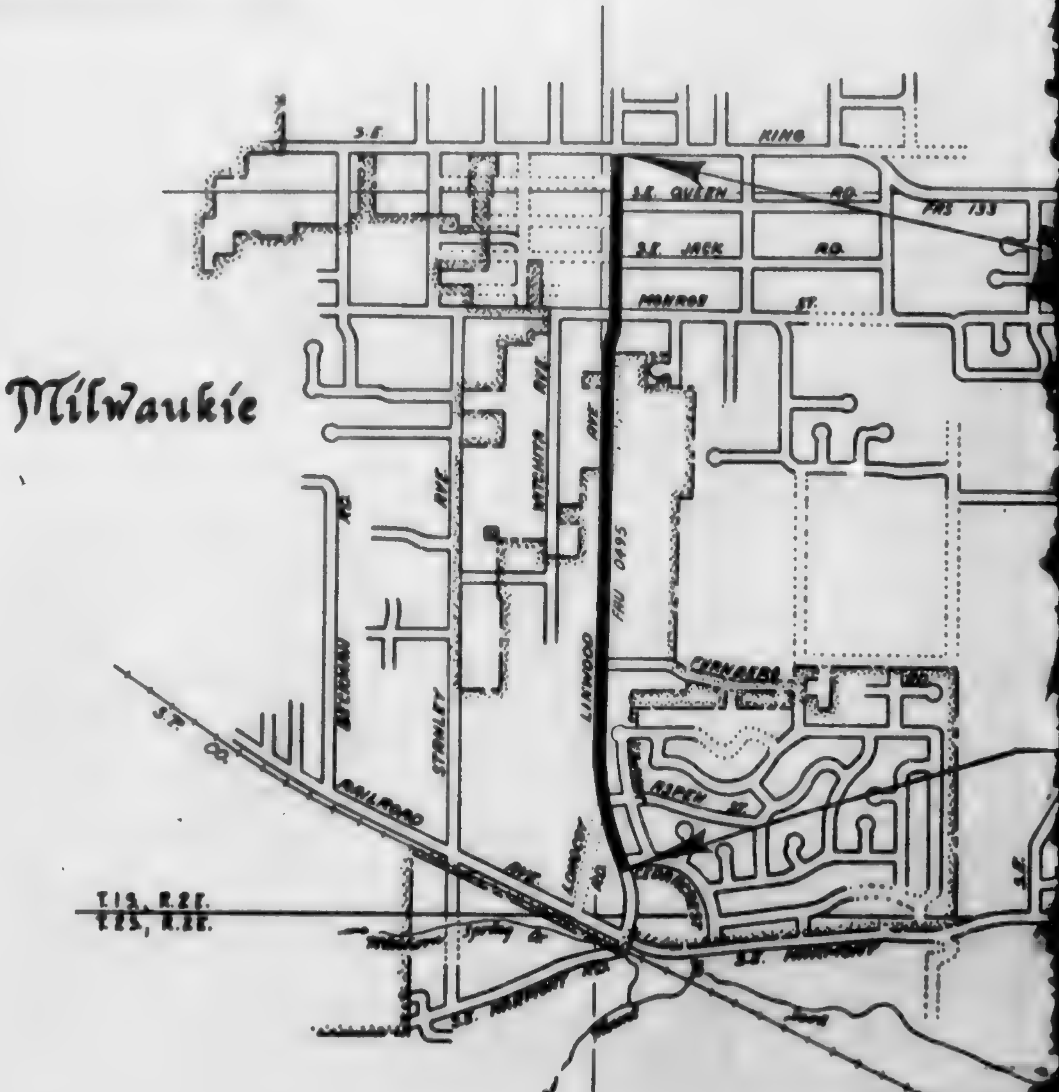
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S.E. JACK
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MONROE
ST.
WICHITA AVE
AVE
AVE
RD.
STANLEY
LINWOOD
FAU 0495
FURNACE
ASPEN ST.
S.P. CO.
RAILROAD
AVE
LOGUS
RD.
T.1S., R.2E.
T.2S., R.2E.
Spring
S.E. HARMONY RD.
S.E. HARMONY
S.E.

Sketch Map

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FINAL DESIGN UNIT

S.E. KING ROAD~S.E. FAU 0495(LI CLACKAMA	
FED. ROAD Div. No.	STATE
10	OREGON

STATE OF OREGON

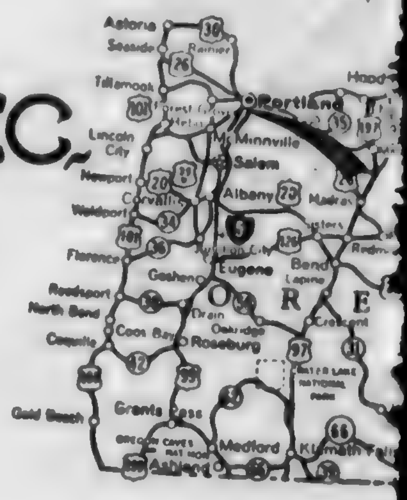
STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

ROAD~S.E. HARMONY ROAD SEC.

FAU 0495 (LINWOOD AVE.)

CLACKAMAS COUNTY


Astoria
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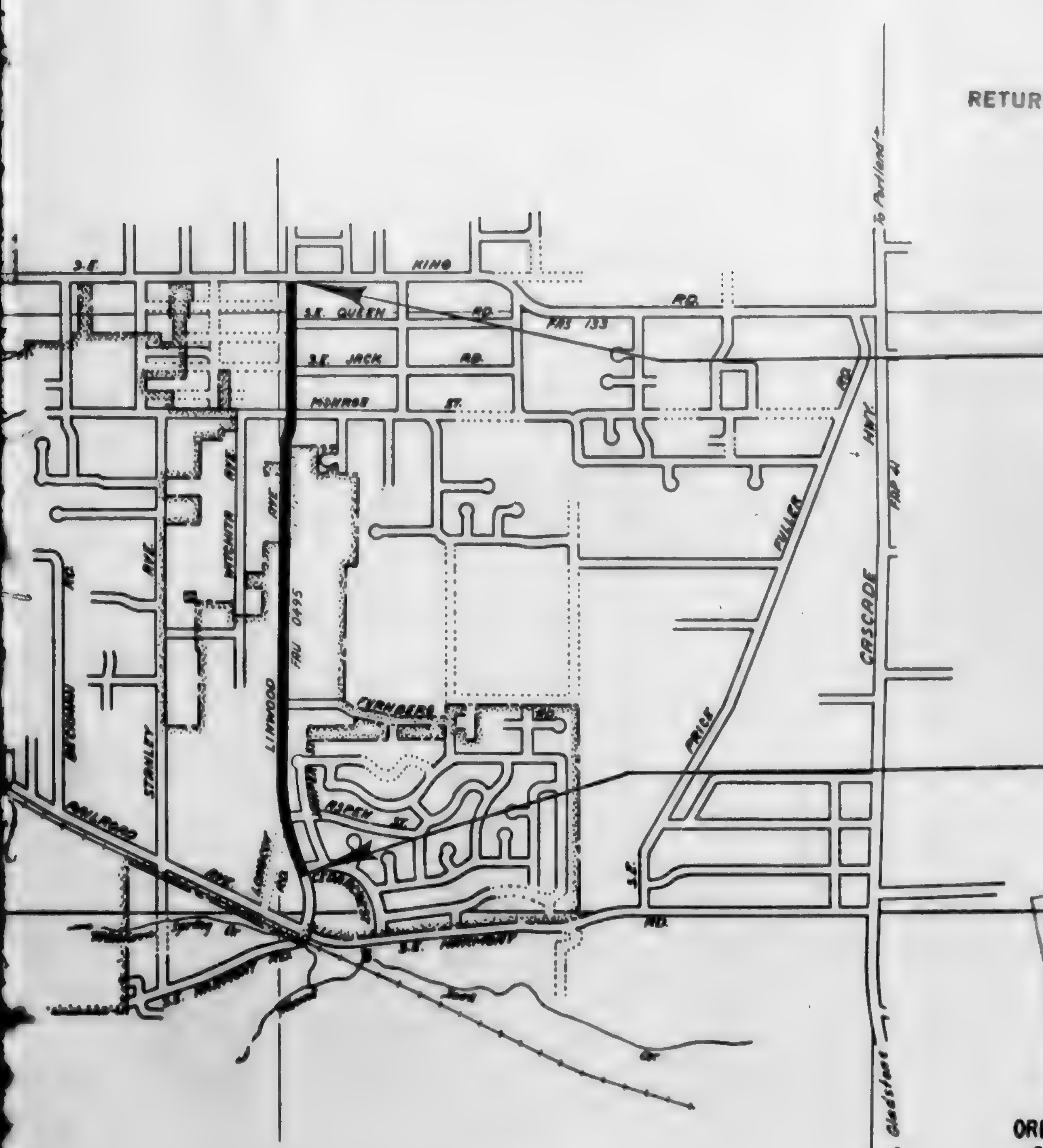
Rainier
Tillamook
Portland
Hood
McMinnville
Lincoln City
Salem
Newport
Corvallis
Albany
Waldport
Florence
Eugene
Bend
Reedsport
North Bend
Coos Bay
Roseburg
Coquille
Gold Beach
Grants Pass
Medford
Ashland
Klamath Falls
O R E

RETURN TO COUNTY & CITY


S.E. KING RD.
S.E. QUEEN RD.
FAS 133
S.E. JACK RD.
MONROE ST.
FULLER RD.
CASCADE HWY.
To Portland
WICHITA AVE.
STANLEY AVE.
LINWOOD
FAU 0495
FURNBERG
ASPEN ST.
PRICE
RAILROAD AVE.
S.E. HARMONY RD.
To Gladstone

BEGINNING OF PROJECT
Sta. 0+00

APPROVED Winston W Kurth
Co. Engr.

END OF PROJECT
Sta. 54+10

Sketch Map
Scale 400 0 400 800 Feet

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☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FRED B. KLABOE
MAY 6, 19

Fred B. Klabo

E. S. Hunter

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION

DEPARTME
FEDERAL HI

APPROVED:

DISTRIC

EGON

DIVISION

PROJECT

PRELIMINARY COPY
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SUBJECT TO CHANGE
FINAL DESIGN UNIT

S.E. KING ROAD-S.E. HARMONY ROAD SEC. FAU 0495(LINWOOD AVE.) CLACKAMAS COUNTY				SHEET No. 1
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

RMONY ROAD SEC.

D AVE.)

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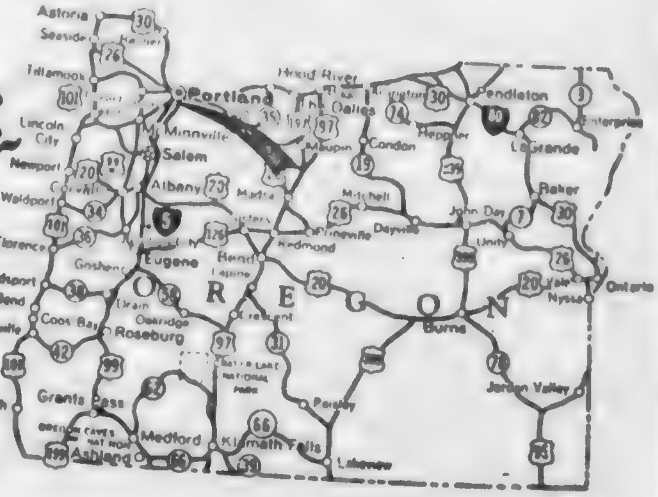

Astoria
Seaside
Tillamook
Lincoln City
Newport
Corvallis
Waldport
Florence
Reedsport
North Bend
Coos Bay
Coquille
Gold Beach
Grants Pass
Oregon Caves Nat. Mon.
Ashland
Medford
Roseburg
Drain
Oakridge
Goshen
Eugene
Albany
Salem
McMinnville
Portland
Hood River
The Dalles
Arlington
Pendleton
Heppner
Condon
Maupin
Madras
Mitchell
Redmond
Prineville
Bend
Crescent
Crater Lake National Park
Klamath Falls
Lakeview
Paisley
Burns
John Day
Dayville
Unity
Baker
La Grande
Enterprise
Vale
Nyssa
Ontario
Jordan Valley
O R E G O N
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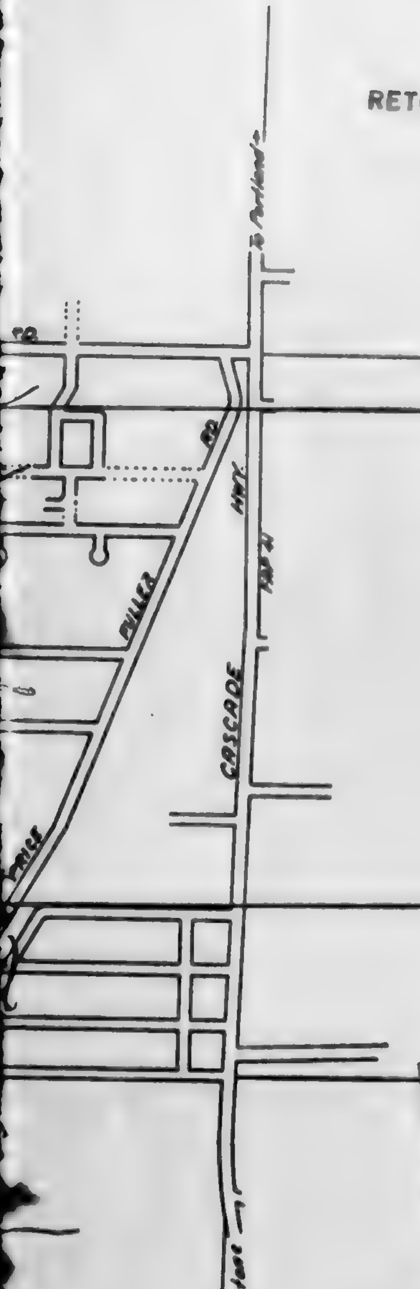
RETURN TO COUNTY & CITY



To Portland
RD
FULLER
CASCADE
HWY
To Gladstone

BEGINNING OF PROJECT
Sta. 0+00

APPROVED Winston W Keith
Co. Engr.

END OF PROJECT
Sta. 54+10

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Fred B. Klaboe — ADMINISTRATOR AND HIGHWAY ENGINEER

E. S. Hunter — DEPUTY HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
APPROVED:
DISTRICT ENGINEER DATE

fau

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Region 1 - Milwaukie
May 18, 1976

FROM: JON ROSE Jon Rose
Federal Aid Engineer

TO: DICK UNREIN
County/City Unit

SUBJECT: SE King Road to SE Harmony
Road Section (Linwood Ave.)
Clackamas County
Prefix: 3-1901

Winston Kurth, Clackamas County Engineer, has reviewed the preliminary plans for the Linwood Avenue Project and has returned one set approved as noted. This set is forwarded for your use along with the County's transmittal letter and a request to perform pavement marking work with county forces. Please review this request and if the justification presented by the County is sufficient, process it for Federal approval.

JR/ggw

Attachment

5-21-76

cc: w/ATT: D.E. Swan
" " : C.T. Keasey

Please process Force Acct. as
part of the contract.

GEZ

RECEIVED
COUNTY & CITY SECTION
MAY 19 1976
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

May 18, 1976

Mr. Jon Rose
Federal Aid Engineer
Region I
Oregon State Highway Department
P. O. Box 02157
Portland, Oregon 97202

A review has been made of the preliminary plans for the Linwood Avenue - FAU 0495 Project from S. E. King Road to S. E. Harmony Road.

I have signed the cover sheet "Approved", subject to the notations that we have made on the various plan sheets. Those notations are basically as follows:

> On Sheet No. 3, Item No. 2, that reads "8 inch sewer pipe", should read 15" pipe.
>
> On Sheet No. 3, Item No. 4, that reads "8 inch sewer pipe", should read 15" pipe.
>
> On Sheet No. 4, Item No. 2, that reads "8 inch sewer pipe", should read 12" pipe.

We have noted on the plans the agencies that are responsible for the existing manholes and the approximate conterline of this road. As you can see the manhole at the intersection of Jack Street and Monroe Street belongs to Clackamas County Service District No. 1, while all the other manholes belong to the City of Milwaukie. There is one water manhole which belongs to Oak Lodge Water District at Station 45+50.

I am also enclosing for consideration a request for force account work to be performed by the County. This request consists of the centerline and edgeline striping necessary on the completed roadway along with the installation of the raised traffic buttons which will delineate the edge of shoulder and separation between the bike path and traffic lane.

5-21-76
cc: D.O. Christensen

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

ORDER NO. ____________

F. A. Project No. ____________ Date May 14 19 76

Street Linwood Avenue - Safety Overlay Project

County Clackamas Prefix ____________ Account No. ____________

Description of work to be done:

Centerline, edgeline, and raised traffic button delineator pavement markings for traffic control on Linwood Avenue.

Location: Sta. to Sta. or MP to MP

Cedarcrest Street to King Road

Estimate of quanities and costs:

Estimated costs Materials	$2420.00
Estimated costs Equipment	$ 196.00
Estimated costs Labor	$1768.00
Estimated Grand Total Pavement Markings	$4384.00

Explanation:

(See attached)

Submitted by Winston W. Kurth
(County) ~~Traffic~~ Engineer

Approved ____________
(OSHD)

LI OD AVENUE - SAFETY OVERLAY PRO T

PAVEMENT MARKINGS

The itemized statement below comprises the pavement markings force account work to be done by CLACKAMAS COUNTY on Linwood Avenue Safety Overlay Project.

MATERIALS

Paint (Yellow & White)	20 gal. @ $4.50/gal.	=	$ 90.00
Glass Beads	120 lbs. @ $0.12/lb.	=	$ 15.00
Raised Traffic Buttons	430 each @ $5.00/ea.	=	$2150.00
Epoxy (2 part A & B)	11 gal. @$15.00/gal.	=	$ 165.00
Estimated Total Cost Materials		=	$2420.00

EQUIPMENT

Paint Striper	2 hrs. @ $22.00/hr.	=	$ 44.00
Lead Truck	2 hrs. @ $ 1.15/hr.	=	$ 2.30
Pickup	130 hrs. @ $ 1.15/hr.	=	$ 149.50
Estimated Total Cost Equipment		=	$ 196.00

LABOR (Including all Overhead)

Striper Crew (3)	2 hrs. @ $13.00/hr.	=	$ 78.00
Laborer RMIII (I)	130 hrs. @ $13.00/hr.	=	$1690.00
			$1768.00
Estimated Grand Total Cost Pavement Markings			$4384.00

8371

Clackamas Cnty

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

April 23, 1976

Oregon State Highway Department
State Highway Building
Final Design Section
Salem, Oregon

ATTENTION: Fred Erickson

Enclosed are field notes covering the right-of-way for Linwood Ave. between sta 0+00 and sta 4+92, also invert elevations for the drainage from Furnberg Ave. (sta 37+21) and the outfall elevations at stations 39+56 and 39+72.

I contacted Wayne Daigle, City Engineer about the 24 inch culvert that the City of Milwaukie installed at Furnberg Ave. (sta37+21). I told him that in order to tie into the existing storm drainage this culvert must be raised at least 0$^{\underline{6}}$ of a foot. He agreed to make this adjustment within the next month.

The right-of-way curve data covering Aspen St. was not available at this time. I will phone that information to you Monday, April 26, 1976.

R. R. WICHMAN - Chief Engineer

By Bill Fitch

BILL FITCH - Engineering Technician

/mkh

Enclosures

1 Versteeg ✓
Olson
2 Christensen Don
Scott
Swenson
Savage
Trout

RECEIVED
APR 26 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not file ☐
Return To
Bring up
Other

REFERRED TO
Beard Reed
Cox Sample
✓ Erikson FE Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Field notes retained by McGill.
4-28-76

8279

SALEM, OREGON
October 22, 1975

L. W. Rulien
Project Management Engineer

King Road-Harmony Road Section
Linwood Avenue
Clackamas County

D. R. Adams
Construction Engineer
Region 1

Your letter of September 26, 1975 requested our review of Clackamas County's request to perform drainage and shoulder work by force account.

The information provided by the county does not justify the use of the force account method as being in the public interest. The work should be eligible for federal participation as a part of the proposed contract.

DES:ljt

cc: Victor Wolfe
D. E. Swan

OREGON STATE HIGHWAY DIVISION
State Highway Building, Rom 203
Salem, Oregon 97310

Attention: County-City Unit

SUBJECT: Federal Aid Project No. M-0495(1)

Project Name S. E. King Rd.-S. E. Harmony Rd. Section
S. E. Linwood Ave., FAU 0495

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to federal aid project have been secured.

2. We hereby certify that:

☒ Additional right-of-way will not be required for this project.

☒ There has been no displacement of persons from residences, farms, or businesses; or

☐ All incidental charges related to the transfer of property have been paid by county in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

☐ In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, business, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at ______________________, Oregon,

this 16 day of September, 1975

County of Clackamas

Thomas D Telford
County Judge/Chairman

Commissioner

Commissioner

9/24/75
Copies to: J.R. Oakes
D.E. Swan
C.T. Kersey
J. Chidsey
RH.

RECEIVED
COUNTY & CITY SECTION
SEP 22 1975
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☒ UE
☒ HPE ☐ CE ☐ RE ☐ RPE ☐

R/W File No. __________
6/23/75

8379

15

September 5, 1975

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

[illegible] CONTRACTS and
AGREEMENTS No. 5292

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering an urban system project on S. E. Linwood Avenue between S.E. King Road and S. E. Harmony Road. This agreement supersedes an agreement dated April 30, 1975, covering this project.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

RECEIVED
COUNTY & CITY SECTION
1975

7-10-75

SECTION: S.E. Linwood Avenue
S.E. King Road-S.E. Harmony Road

HIGHWAY: FAU 0495

COUNTY: Clackamas

"R" Value 10
Traffic Coefficient (1975-1985
Ten Year Design Period) 7.2

Crushed Base Equivalent Requirement 23.0"

NEW WORK

ACTUAL THICKNESS		CREDIT
6.0"	A.C.	12.0
11.0"	A.B.	11.0
17.0"		23.0

**OVER EXISTING ROADWAY
(24'± Width)

6.0" A.C. overlay, w/extra allowance for patching and leveling.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface and Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

** Overlay thickness determined by deflection measurements.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: PRO 4
3-1901

Region 1 - Milwaukie
June 24, 1975

FROM: D. R. ADAMS D.R. Adams
Regional Construction Engineer

TO: L. W. RULIEN
Project Management Engineer

SUBJECT: S. E. King Road-S. E. Harmony Road
S. E. Linwood Avenue
Clackamas County
FAU 0495

RECEIVED
COUNTY & CITY SECTION
JUL 10 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ RE ■ UE
☑ PE ☐ CE ☑ RE ☑ RPE ☐

As you probably know, we have been going round-and-round with the County in an effort to work up the subject project in such a way they can do the bulk of the work. We think we have now the proposal that will permit them to do as much of the work as possible with their own forces and yet contract a complete unit of work to keep the total cost of the County Force work below the legal limit. I believe the justification for the County doing its own work can be covered by the original letter of justification.

The proposal now is to contract all the paving on this project and have the County do all the work preparatory for that paving. Taking this approach the County desires to place the full depth of paving indicated on the attached pavement design sheet supplied by Clarence Gregg. This will include the 11 inch aggregate base under new work and the total six inch overlay. This will probably run the cost of the project up to around $75,000 to $80,000.

To accomplish this we will apparently need a new agreement, the new cost estimate and authority and an adjustment in the plans prepared by Clackamas County. Sent 7/11/75

The above approach to this contract was discussed with Bernie Straight on June 20 after we had determined through the County-City Section that the original proposal would not be an acceptable approach to constructing this project. The problem laid mainly in that the design required two more inches of AC than the County had anticipated. This additional two inches threw their total cost of the project over the $50,000 limitation. The alternatives discussed in holding the cost under the $50,000 limitation were not acceptable mainly because of the difficulty developing a justification for County Force work.

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY JUN 25 1975		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

Geo handle & keep Region advised LR

The County has been pushing this project hard and we have been struggling to help them develop the construction project. Delays both in the County and State offices have been experienced and have delayed the development of this project. Please do whatever is possible to expedite the preparation of a new agreement and additional authorization for this project.

If there are any additional details to clear up I am asking Jon Rose to pick up the coordination of this project at this point.

DRA/b
att
cc: Winston Kurth, Clackamas County
    Jon Rose

SECTION: S Linwood Avenue
S. . King Road-S.E. Harmony Road

HIGHWAY: FAU 0495

COUNTY: Clackamas

"R" Value	10
Traffic Coefficient (1975 -1985 Ten Year Design Period)	7.2
Crushed Base Equivalent Requirement	23.0"

NEW WORK

ACTUAL THICKNESS		CREDIT
2.0"	A.C. (Final Application)	4.0
4.0"	A.C. (Immediate)	8.0
11.0"	Aggregate Base	11.0
17.0"		23.0"

** OVER EXISTING ROADWAY
(24'± width)

2.0" A.C. (Final Application)
4.0" A.C. (Immediate) overlay, with an extra allowance for patching and leveling.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface and Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Stone Subbase = 0.8" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

**Overlay thickness determined by deflection measurements.

SECTION: S. E. Linwood Avenue
S. E. King Road - S. E. Harmony Road

HIGHWAY: FAU 0495

COUNTY: Clackamas

Alternate

"R" Value	10
Traffic Coefficient (1975 -1985 Ten Year Design Period)	7.2
Crushed Base Equivalent Requirement	23.0"

NEW WORK

ACTUAL THICKNESS		CREDIT
2.0"	A.C. (Final Application	4.0
*3.5"	A.C. (Immediate)	7.0
12.0"	Aggregate Base	12.0
17.5"		23.0"

OVER EXISTING ROADWAY
(24'± width)

2.0" A.C. (Final Application)
*1.5" A.C. (Immediate) overlay, with an extra allowance for patching and leveling.

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface and Base = 1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) = 1.5" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Stone Subbase = 0.8" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

*The 1.5" wearing course to be Modified Class C Mix.
The 2.0" base course to be Class C Mix.

8379

1

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

June 19, 1975

FILE: ~~PRO 4-3~~

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Assistant State Highway Engineer

SUBJECT: Project Assessment
King Road to Harmony Road
Linwood Avenue
Clackamas County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 1 : E. L. Hardt
District 2c : H. E. Woodward

APPROVED
ESH
E. S. Hunter
Date 6-23-75

6-24-75
ORIGINAL TO
L. W. Rulien
w/att

RECEIVED
JUN 19 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9379

13

[illegible] 141 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: June 12, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon M-0495(1)
King Road to Harmony Road
Linwood Avenue
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

NOTED
E. S. HUNTER

The subject project assessment submitted with Mr. Rulien's May 30 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews at the appropriate stage during the project development.

William H. Kappus
for G. L. Green

cc:
OSHD (G.Potter)
OSHD (C.Laux)

RECEIVED
STATE HWY ENGR
JUN 13 '75
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

6-17-75
ORIGINAL TO
L. W. Rulien
to handle.

RECEIVED
JUN 16 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date May 19, 1975

A. PROJECT IDENTIFICATION

M-0495 (1)

Name of Project Linwood Avenue safety overlay (King Road to Harmony Road)
(Section)

Location of Project Linwood Avenue
(Highway Name) (Highway No., US - ORE)

(City) Clackamas (County) 1 (Region)

Program FAU (Funding) $40,600.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve transportation safety by upgrading the existing roadbed and install bikeway.

Origin and History: Need for safety improvement recognized by Public Works forces. Funding available from Federal Aid Urban funds.

C. DESCRIPTION OF PROJECT

Length 0.98 mile

Termini Northerly terminus at king Road--southerly terminus at Harmony Road.

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 [illegible]
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No additional right-of-way required.

Typical Section Two 12-foot travel lanes, shoulders (variable).

Structures None

Characteristics (ADT) The estimated 1975 ADT is 8,600 VPD.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The existing alignment will be used: no major design alternatives required.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Due to residential development through most of the project the natural features consist mainly of landscaped areas (lawns, shrubs, etc.). Some pockets of evergreens and grassy areas exist. Existing drainage facilities are to be maintained or improved.

Existing right-of-way is mostly devoid of vegetation. The shoulders are used for residential parking and their condition reflects this use.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

Land use consists of suburban residential throughout; utilities are located above and below ground throughout the project area. The project will not significantly change traffic patterns, volumes or access. Project is not expected to have significant impact on air pollution. Noise pollution will be somewhat reduced.

Linwood Elementary School is located on west side of Linwood, approximately one-half mile south of King Road.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None

Consequences:

2. Estimated Changes in Traffic Patterns:

None

Consequences:

3. Estimated Changes in Land Use:

None

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

None

7. Potential for Controversial Issues:

Inconvenience to traffic caused by unplanned work schedules or methods.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION - None required

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

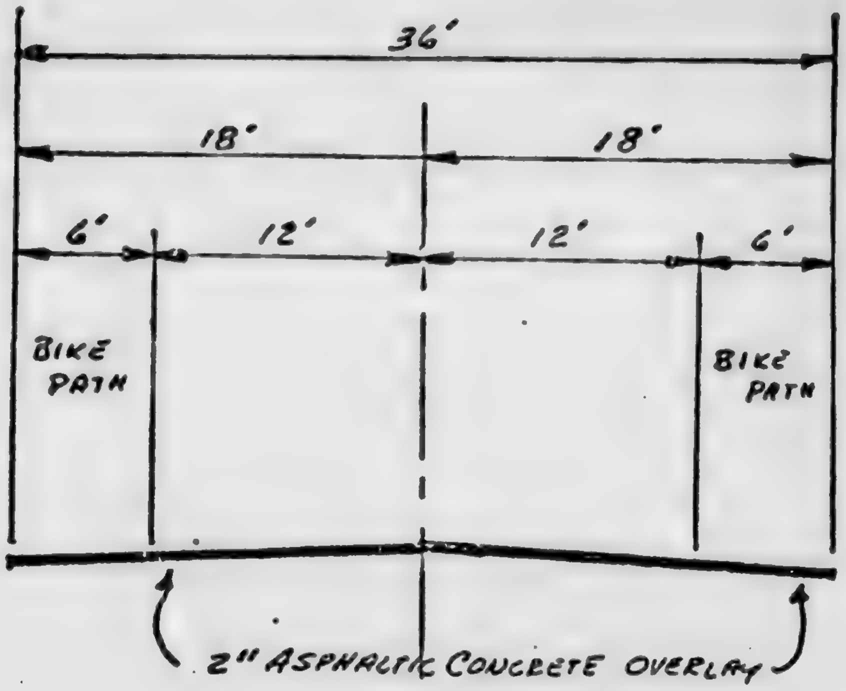
MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ________________________

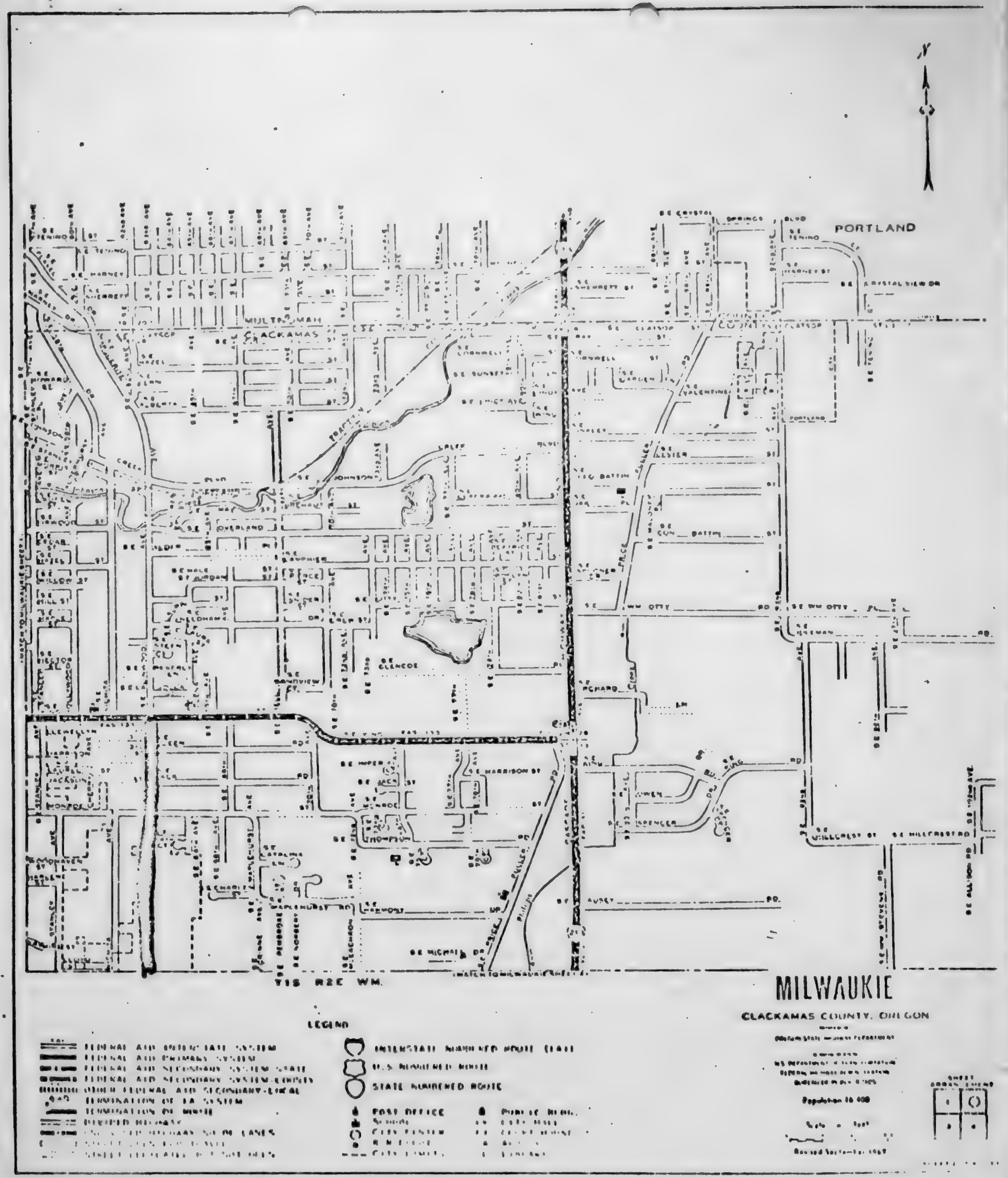
☒ Non-Major Action


36'
18'
18'
6'
12'
12'
6'
BIKE PATH
BIKE PATH
2" ASPHALTIC CONCRETE OVERLAY

TYPICAL SECTION

LINWOOD AVE
KING RD. TO HARMONY RD.

NATIONAL 42-381 50 SHEETS 5 SQUARE
42-382 100 SHEETS 5 SQUARE
42-389 200 SHEETS 5 SQUARE

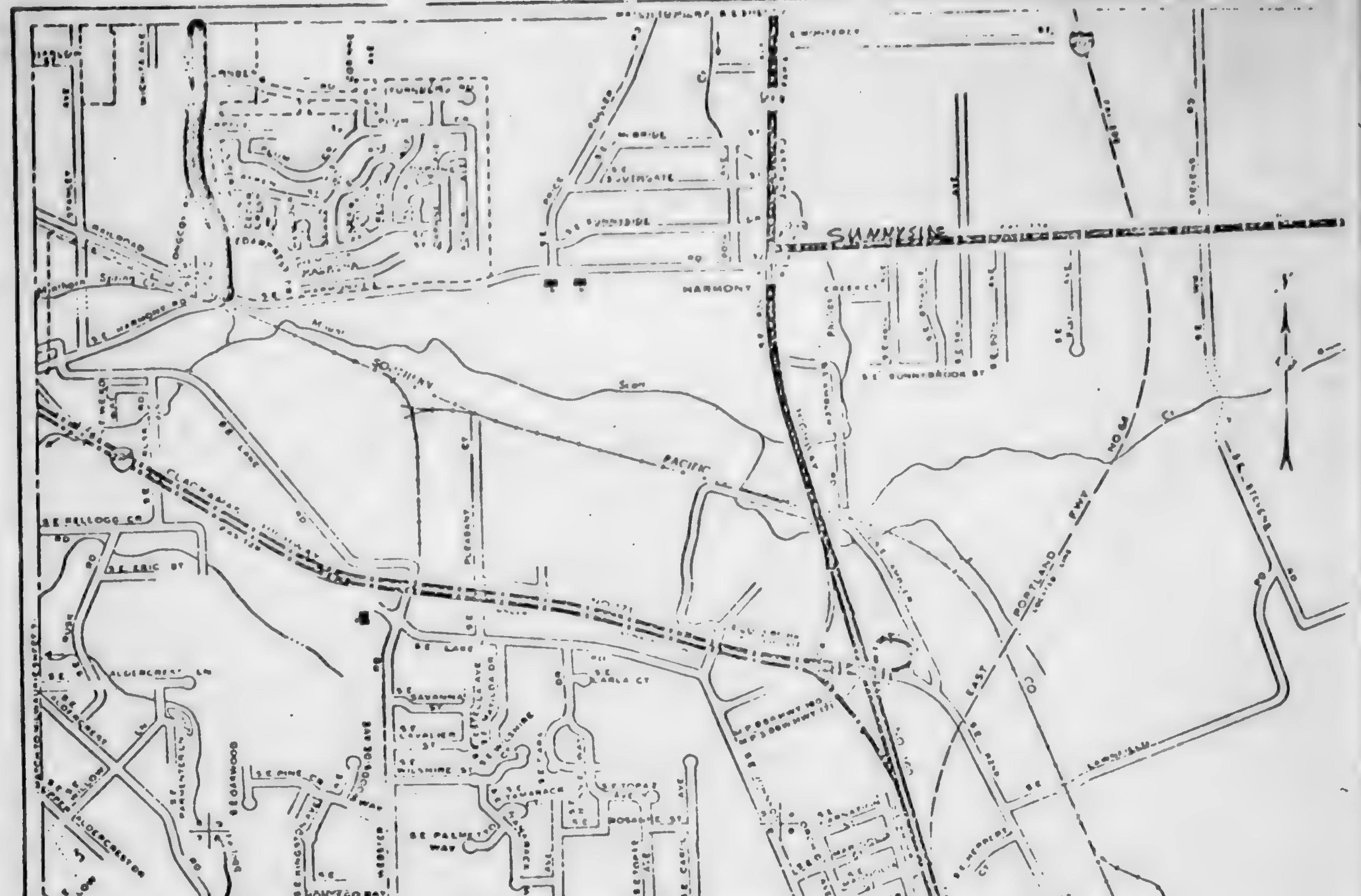

N
PORTLAND
MULTNOMAH
CLACKAMAS
SE JOHNSON
OVERLAND
SE GLENCOE
SE HARRISON ST
SE WEBSTER
SE KING RD
SE HILLCREST RD
SE MICHAEL DR
T1S R2E WM.
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
CITY HALL
COURT HOUSE
LIBRARY

MILWAUKIE

CLACKAMAS COUNTY, OREGON

Population [illegible]

Revised September [illegible]


SUNNYSIDE
HARMONY
SOUTHERN PACIFIC
EAST PORTLAND FWY
SE THIESSEN
SE CLACKAMAS RD
SE CLACKAMAS EXTENSION
SE EL DORADO ST
SE LAKE RD
CLACKAMAS
T1S T2S R2E WM
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG.

MILWAUKIE

CLACKAMAS COUNTY, OREGON

Population 16,[illegible]

Revised September 19[illegible]

Jau

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
June 12, 1975

FILE: PRO 6

FROM: JON ROSE Jon Rose
Region Federal Aid Engineer

TO: DICK UNREIN
Urban Engineer

SUBJECT: LINWOOD AVENUE
CLACKAMAS COUNTY
FAUS Project

We are sending back the plans for the Linwood Ave. FAUS project developed by Clackamas County. The questions of adequate surfacing and the typical section have been checked by Rob Cameron, Region Locating Engineer.

Rob advises that Clarence Gregg has taken pavement deflection tests and should have the results available. You should check with Clarence to see if any serious problem exists.

The typical section shows cutbanks rising directly behind the bicycle path with no provision for drainage of surface water which runs down the slopes. A field check shows this to be insignificant since the total length where this situation exists is approximately 200 feet.

While there are improvements that could be made in the County's design, most cost money and we tend toward the view that the County is responsible for the level of quality in the road system. If they are aware of some of the maintenance problems which the lesser design builds into the project and are willing to accept those problems, we can approve the design within limits imposed by safety and reasonable operational characteristics.

JR/cr
Enclosures

6-13-75
Jon Rose called,
old plans sent - he will
send revised sheets. jw

RECEIVED
COUNTY & CITY SECTION
JUN 13 1975
✓ ENGR. ☐ COOR. ☐ OE ☒ RE ☐ UE
UPE ☐ CE ☐ RE ☐ RPE ☐

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

June 9, 1975

FILE: PRO 4

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

TO: DICK UNREIN
Urban Engineer

SUBJECT: Justification Clackamas County Linwood Avenue Project

You asked that Clackamas County provide justification for their request to construct the Linwood Avenue project using County Forces rather than by contract. The attached letter from Bernie Straight explains the reasons for the County's desire to construct the project by this method.

6/10/75

JR/b
att

Copy to Buz Swan
pd.

RECEIVED
COUNTY & CITY SECTION
JUN 9 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE. ● UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development
Services
Administrator

June 2, 1975

CE RE RME RCE FAE
TE RECEIVED RSM
UE JUN 5 1975 RSC
SO REGION 1 RBI
ENV LOC

Mr. Ed Hardt
Regional Engineer
Oregon State Highway Division
PO Box 02157
Portland, Oregon 97202

ATTENTION: Mr. Jon Rose

RE: Linwood Avenue - Safety Improvement Pavement Overlay

Justification for accomplishing the Linwood Avenue Safety Improvement by the Force Account method is as follows:

1. The contract administration expense for a project of this size is proportionately higher than for larger scope projects.

2. Clackamas County has experienced men and the equipment to place an asphaltic concrete overlay. Material will be purchased from private sources.

3. This project connects to the Linwood Avenue -Railroad Avenue intersection that is presently under construction by County Forces. The Linwood Avenue Safety Improvement is simply an extension of that project. The projects can be more practically accomplished by a single responsible party.

4. A functional improvement can be realized in a shorter period of time by the use of the force account method.

WINSTON W. KURTH - County Engineer

BY Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineer

/fh

902 ABERNETHY ROAD, OREGON CITY, OREGON 97045 (503) 655-8521

fau

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Region 1 - Milwaukie

May 15, 1975

FILE: PRO 6

FROM: JON ROSE Jon Rose
Regional Federal Aid Engineer

TO: GEORGE HOPKINS
Project Management

SUBJECT: FAU PROJECT
Linwood Avenue
Clackamas County

Here is a submittal by Clackamas County on the Linwood Avenue FAU project.

Attached are 6 copies of the Countys Force Order form and of a two-page plan with typical sections. Region 1 has met with Bernie Straight of the County and has reviewed the proposal as submitted.

Please look this over, and if satisfactory forward for further processing.

5/20/75 Bill Tebbeau will have Clarence Greg check-out overlay thickness.
Jon Rose will have Co. present support data for construction by force account.
Vol 6, Chap 4, Sec. 1, Subsec 14, parag. 5b.

5/21/75
Returned plans to Jon Rose for Region 1 Review.

5/22/75 Clarence Greg is scheduling a deflection test for Oatfield & Linwood overlays.

JR/lms
Attachment

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DEPARTMENT OF PUBLIC WORKS
COUNTY OF CLACKAMAS

JOHN C. McINTYRE
DIRECTOR

WINSTON W. KURTH
County Engineer

DAVID J. ABRAHAM
Utilities Director

RICHARD L. DOPP
Development Services Administrator

May 15, 1975

Mr. Ed Hardt
Regional Engineer
Region I
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

ATTN: Jon Rose

Reference is made to the proposed Linwood Safety Overlay Project that was previously submitted for processing and approval..

The attached print indicates the changes and explanations as per your phone request. Please review and forward for processing. However, if further information is necessary please call.

WINSTON W. KURTH - County Engineer

By Bernard L. Straight
BERNARD L. STRAIGHT - Traffic Engineer

/rn

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

ORDER NO. ____________

F. A. Project No. ____________ Date April 10 1975

Street Linwood Avenue

County Clackamas Prefix ____________ Account No. ____________

Description of work to be done: Upgrade existing roadway surface; improve drainage; install bicycle-pedestrian way

Location: Sta. to Sta. or MP to MP 51+00 to 104+45 (King Road to Harmony Road)

Estimate of quanities and costs:

Labor	$11,777.00
Equipment Rental	$ 2,907.90
Materials	$34,366.41
Total Estimated Cost of Project	$49,051.31

Explanation: See Attached Sheet

Submitted by Winston W. Kurtt (County)

Approved ____________ (OSHD)

LINWOOD SAFETY OVERLAY PAVING

The estimated cost of the overlay paving on Linwood Avenue from King Road Intersection to Harmony Road is as follows:

LABOR INCLUDING OVERHEAD

1.	Laborer	RM II	300 hours @ $10.00/hour	=	$ 3,000.00
2.	Truck Driver	RM III	340 hours @ $11.00/hour	=	3,740.00
3.	Gradall Operator	RM IV	20 hours @ $13.00/hour	=	260.00
4.	Grader Operator	RM IV	40 hours @ $13.00/hour	=	520.00
5.	Paving Machine Operator	RM III	20 hours @ $11.00/hour	=	220.00
6.	Roller Operator	RM III	20 hours @ $11.00/hour	=	220.00
7.	Roller Operator	RM II	20 hours @ $10.00/hour	=	200.00
8.	Scoop Operator	RM II	40 hours @ $10.00/hour	=	400.00
9.	Foreman		12 hours @ $14.50/hour	=	174.00
10.	Bridge Carpenter	BC I	36 hours @ $13.00/hour	=	468.00
11.	Maintenance Man	RM III	136 hours @ $12.50/hour	=	1,700.00
12.	Foreman		2 hours @ $17.50/hour	=	35.00
13.	Adjust Manholes (By Others)		21 ~~hours~~ each @ $40.00/each	=	840.00
Total estimated cost of labor including overhead				=	$ 11,777.00

EQUIPMENT RENTAL

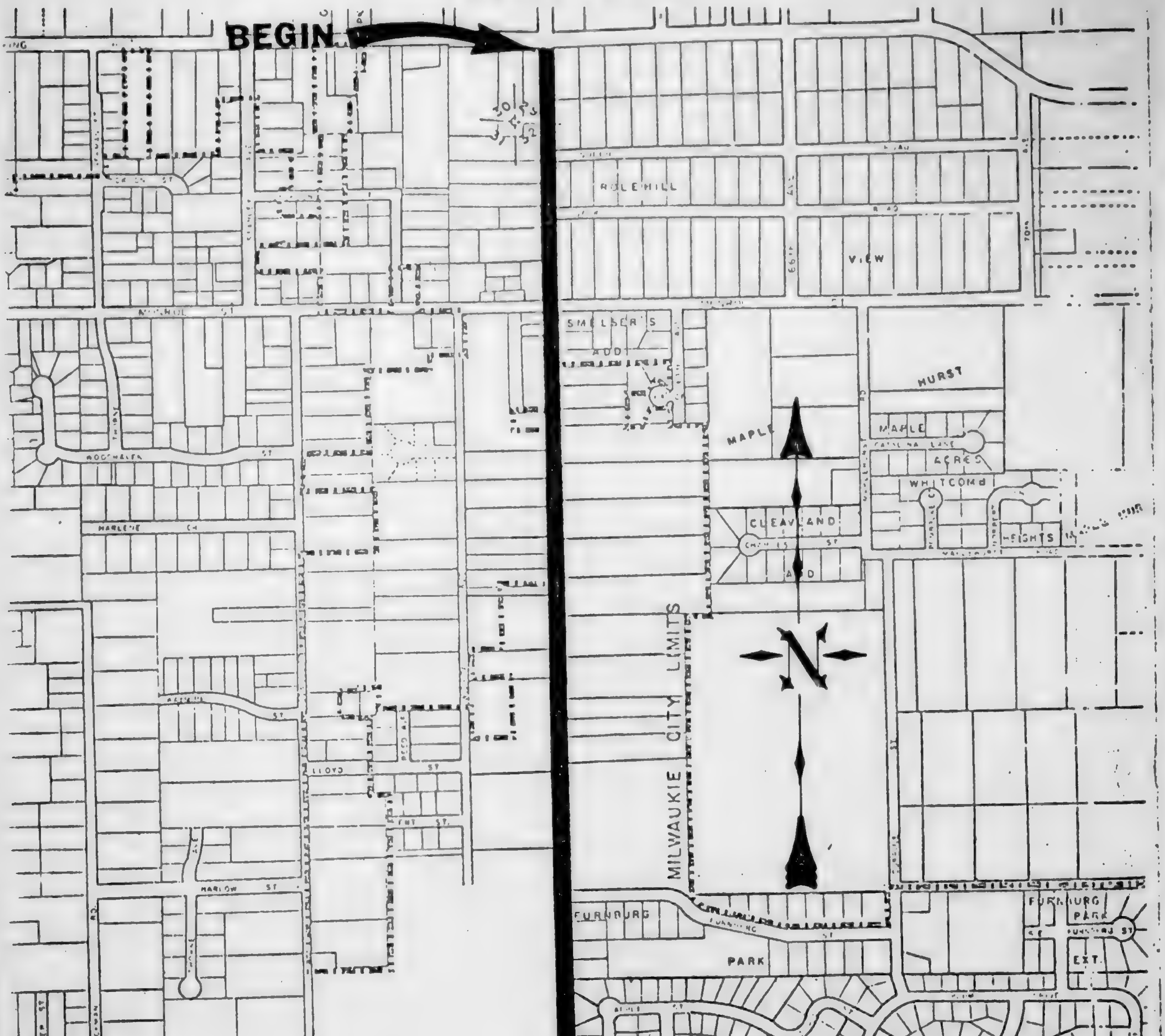
1.	Pickup	8	300 hours @ $ 1.10/hour	=	$ 330.00
2.	10 yd. dump truck	11	340 hours @ $ 4.75/hour	=	1,615.00
3.	Roller and Trailer	2	40 hours @ $ 5.00/hour	=	200.00
4.	Barber Green Pav. Mach.	1	20 hours @ $ 9.00/hour	=	180.00
5.	Scoopmobile	1	40 hours @ $11.00/hour	=	440.00
6.	Tractor and Trailer	1	20 hours @ $ 4.00/hour	=	80.00
7.	Striper	1	2 hours @ $22.00/hour	=	44.00
8.	Pickup	2	14 hours @ $ 1.35/hour	=	18.90
Total Estimated cost of equipment				=	$ 2,907.90

MATERIALS

1.	Class "C" A.C.	2465 Tons @ $10.25/ton	=	$ 25,266.25
2.	Rock 3/4"-0"	1520 cu yd @ $3.00/cu yd	=	4,560.00
3.	12" CSP	900 lin. ft. @ $1.95 lin. ft.	=	1,755.00
4.	4"x4"x48" cedar post	220 B.F. @ $155.00 per M	=	34.10
5.	2"x4"x176 lin. ft.	120 B.F. @ $143.00 per M	=	17.16
6.	½x4'x8' fir plywood	80 B.F. @ $145.00 per M	=	11.60
7.	Concrete	2 cu yds @ $25.45/cu yd	=	50.90
8.	Steel Grates	4 @ $48.00	=	192.00
9.	Steel frame	2 @ $30.00	=	60.00
10.	Glass Beads	120 lbs @ 0.12	=	14.40
11.	Paint (Yellow & White)	20 gals. @ $4.50	=	90.00
12.	Epoxy	11 gals @ $15.00	=	165.00
13.	Buttons	430 ea. @ $5.00	=	2,150.00
Total estimated cost of materials			=	$ 34,366.41

Total estimated cost of project including labor, equipment rental and material, including overhead	=	$ 49,051.31

T1S R2E W.M.


BEGIN
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PARK
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MARLOW ST
LLOYD
RAILROAD AVE
END
CEDAR CREST CT
HEMLOCK CT

Fau

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Region 1 - Milwaukie
May 7, 1975

FILE: PRO 6

FROM: D. R. ADAMS D R Adams
Regional Construction Engineer

SUBJECT: DEPOSIT FAU PROJECTS
Clackamas County

TO: DICK UNREIN
Urban Engineer

Enclosed is Clackamas County's check in the amount of $2,354.00 as advance deposit covering the local share of preliminary engineering costs. Breakdown by project is as follows:

		Project
Clackamas County Signals - Seven Locations	$1,650.00	M-0008(1)
Oatfield Road	550.00	M-0385(1)
Linwood Avenue	154.00	M-0495(1)

The County will be advised of the date on which engineering costs are eligible for Federal participation.

JR/b
enc

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COUNTY & CITY SECTION
MAY 9 - 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
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RECEIVED
OSHD FINANCE BRANCH
Check 11922 Amt $2,354.00
By C. C. [illegible] Date 5-9-75
For 3 FAU Project (Prelim Eng)

M-0008(1)
M-0385(1)
M-0495(1)

13 13

May 5, 1975

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

MISC. CONTRACTS and
AGREEMENTS No. 5292

Gentlemen

Attached for your records is a fully executed copy of an urban system project agreement covering S.E. King Road-S.E. Harmony Road Section of S.E. Linwood Avenue.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

15

4-25-75

Transaction number 5-2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(FPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 4-25-75

BY (Signature): L.W.Rulien's April 16, 1975 letter

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 31 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) Location	Work
31	M-0495(1)	0.95	42,000	32,760	SE King Road - SE Harmony Road Section. Clackamas County State of Oregon	Preliminary Engineering Grade, Drain, High type pavement.

RECEIVED
STATE HWY ENGR
APR 29 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval.

5-1-75
ORIGINAL TO
L.W. Rulien

RECEIVED
APR 29 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		4-25-75	CK Burghardt for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-090

8379

OREGON STATE
HIGHWAY DIVISION

REGION 1

P.O. BOX 02157 • PORTLAND 97202 • Phone 653-3143

GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

April 17, 1975

Winston Kurth
County Engineer
902 Abernethy Road
Oregon City, OR 97045

RE Advance Deposits
Signal Job
Oatfield - Linwood

Presently there are three projects pending in Clackamas County - the signal project at seven different locations, the Oatfield Road project and the Linwood Avenue project. The County's advance deposit for the engineering phase of the work should be submitted so that work can proceed as soon as the agreements are signed and we receive approval from the FHWA.

The County share for the signal project is $1,650.00, for the Oatfield Road project $550.00 and for the Linwood Avenue project is $154.00. The County's check should be made payable to the Oregon State Highway Division and sent to this office.

ALL COTTON

Jon Rose
JON ROSE
Regional
Federal Aid Engineer

Unrein

JR/b
cc: Dick Unrein

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COUNTY & CITY SECTION
APR 18 1975
☑ ENGR. ☐ COOR. ☐ OE ☑ AE ■ UE
☒ UPE ☑ CE ☑ RE ☑ RPE ☐

E-123

8379

15

~~PRO 6-2~~

Robert W. Straub
XXXXXXXXXX
XXX

April 16, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-0495(1)

We are submitting program data for one Urban System Project, Item No. 31, Project No. M-0495(1), "S.E. King Rd.-S.E. Harmony Rd. Section", which we deisre to have included in the Federal-Aid Urban System Highway Program.

This project has been originated by local officials and concurred in by the Oregon Transportation Commission and the State Highway Division.

We request, concurrent with program approval, authorization to proceed with all phases of preliminary engineering by Clackamas County and State Forces necessary to obtain P.S. & E. approval.

Encl.

CL:wm

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Transaction number 5-2

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 4-25-75
BY (Signature): L.W.Rulien's April 16, 1975 letter
TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☑ FAU ☐ FAS ☐ OTHERS

STAGE 1* ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 31 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State): Location	Work
31	M-0495(1)	0.95	42,000	32,760	SE King Road - SE Harmony Road Section. Clackamas County State of Oregon	Preliminary Engineering Grade, Drain, High type pavement.

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APR 29 1975
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☒ DPE ☑ CE ☐ RE ☒ RPE ☐

REMARKS (Division)

You are authorized to proceed with all phases of preliminary engineering, including utility preparatory work, cessary to obtain PS&E approval.

RECOMMENDED
DATE:
SIGNATURE AND TITLE:

APPROVED
DATE: 4-25-75
SIGNATURE AND TITLE: CKBurghardt
for G. L. Green, Division Engineer

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.690

Budget Bureau No. 41-R2067: A

U.S. DE

MONTHLY TRANSACTION NO. 5-2

DATE SUBMITTED TO W.O. APR 25 1975

FORM PR-1
(REV. 4-61)

4-16-75

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., S.E. King Rd. (Milwaukie), S. .95 mi 21 65	ADT	PRESENT 8,000	FUTURE 11,000 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Gr., Dr., & H.T. Pave 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. A-1 (72) (73)	PL. AUTH YR 0 (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) M- 14 23	NUMBER 0495 7

CARD	CLASS OF FEDERAL FUNDS Urban System		COUNTY NAME Clackamas				CODE 005
	NAME OF URBAN AREA Portland 17-31	027	ROUTE NO. U	FEDERAL-AID 0495 (32)	STATE Co. Rd. (36)	(37)	U.S. - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5	1c			1	**PE**	3	Co. Rd., S.E. King Rd. (Milwaukie), S. .95 mi.	0.95	1,400	1,092	154	154 (Co.)
5					**ROW**							
5	3e			3	**CONST** (CODE)	3	"S.E. King Road-S.E. Harmony Road Section"	0.95	40,600	31,668	4,466	4,466 (Co.)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.95	42,000	32,760	4,620	4,620 (Co.)
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (29)	REMARKS	

APR 25 1975

FHWA OREGON DIVISION

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☑ ENGR. ☐ COOR. ☐ CE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Budget Bureau No. 41-R2067: Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

/5

4-16-75

…ION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
E. King Rd. (Milwaukie), S. .95 mi	**ADT**	8,000	11,000	95	10	Oregon	41	W36	31

…rrier	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
…ve						A-1	0	M-	0495	(1)	

…ystem

COUNTY NAME	CODE	PROGRAM STAGE
Clackamas	005	☐ 1 OR ☒ 2

…d 027

ROUTE NO.	FEDERAL-AID	STATE	U.S.
U	0495	Co. Rd.	- -

STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
3	Co. Rd., S.E. King Rd. (Milwaukie), S. .95 mi.	0.95	1,400	1,092	154	154 (Co.)	Preliminary Engineering all phases, including PS & E preparation.. Gr. Dr. & H.T. pave. To provide for 2-12' lanes with 6' shldrs.
							Utility Adjustments required incl. prep. work.
3	"S.E. King Road-S.E. Harmony Road Section"	0.95	40,600	31,668	4,466	4,466 (Co.)	ROW - 60' minimum Access Control - Partial. Parking Restrictions- None.
	PROJECT TOTALS	0.95	42,000	32,760	4,620	4,620 (Co.)	

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REMARKS

…SION

-over-

USCOMM DUSCOMM-DC 48906-P61

S.E. KING ROAD - S.E. HARMONY ROAD SECTION
PROJECT NO. M-0495(1)

Existing Facility: 19-to 24-foot paved roadway with variable width shoulders.

Adjacent Sections:

N. End - - - Junction with S.E. King Road
S. End - - - Junction with S.E. Harmony Road

Project Data: Work under this project consists of the following:

(1) All phases of preliminary engineering.

(2) Grade, drain and overlay with H.T. pavement the existing facility to provide for two 12-foot travel lanes with 6-foot shoulders.

Note: Portions of the preliminary engineering will be accomplished by Clackamas County forces with required supervision by State forces. The construction work may be performed by Clackamas County Forces.

Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

System Action: Interim Urban System approved by FHWA March 3, 1975.

Additional Right of Way: None required.

FHPM 7-7-5 Requirements:

(a) Public Hearings - - - - Not required under the provisions of para. 6c.
(b) Location/Design - - - - Not a factor in the development of this project.

IM 50-1-70 Requirements: Exempt from State and District 2 Clearinghouse A-95 reviews under working agreements dated April 28, 1970 and October 26, 1970, respectively.

FHPM 7-7-2 Requirements: Type of action class
submitted under separate action.

Urban Transportation Planning (PPM 50-9): No
project will not result in an alteration of la
patterns that would require a significant chan
pleted or underway.

Data for PR-37:

Preliminary Engineering - - - - - Fi
PS

Type Code 6201 - - - - - - - - - - - - - - $4

Note: This project is in Congressional Dist

S.E. KING ROAD - S.E. HARMONY ROAD SECTION
PROJECT NO. M-0495(1)

24-foot paved roadway with variable width

ction with S.E. King Road
tion with S.E. Harmony Road

this project consists of the following:
of preliminary engineering.

n and overlay with H.T. pavement the
y to provide for two 12-foot travel
t shoulders.

liminary engineering will be accomplished
s with required supervision by State forces.
be performed by Clackamas County Forces.

r Developments, Historical and Recreational

rban System approved by FHWA March 3, 1975.

None required.

rings - - - - Not required under the provisions
of para. 6c.
sign - - - - Not a factor in the development
of this project.

Exempt from State and District 2 Clearing-
working agreements dated April 28, 1970 and
ively.

FHPM 7-7-2 Requirements: Type of action classification will be submitted under separate action.

Urban Transportation Planning (PPM 50-9): Not applicable as the project will not result in an alteration of land use or traffic flow patterns that would require a significant change in planning completed or underway.

Data for PR-37:

Preliminary Engineering - - - - - Field Work - - - $1,000
PS & E Prep. - - - 400

Type Code 6201 - - - - - - - - - - - - - - - $40,600

Note: This project is in Congressional District No. 3.

Salem, Oregon

March 26, 1975

Mr. D. E. Swan
Project Management

Richard Unrein
Urban Engineer
County-City Unit

Urban System Project Programming Request

County: Clackamas   Section: S. E. King Road-S. E. Harmony Road Section
S. E. Linnwood Avenue, FAU 0495
0.95 mile

Proposed Work: State soils investigation and review work to prepare project for construction by County forces. (Clackamas County will prepare plans for force account work.)

Costs:

	Total	Federal	State	County
*P. E.	$ 1,400	$ 1,092	$ 154	$ 154
Right-of-Way	--	--	--	--
Construction	(40,600)	31,668	4,466	4,620
	$42,000	$32,760	$4,620	$4,620

*Field--$1,000   P.S.&E.--$400

Existing Facilities: 19- to 24-foot pavement with variable width shoulders, two lanes.

Proposed Project: Provide a 36-foot wide, 2-inch asphaltic concrete overlay. Provide two 12-foot travel lanes and two 6-foot bike paths. Minor grading and drainage improvement work. Stripe project.

Project No.: M-0495(-)   **Additional R/W:** No.

System Action: None Required. Interim Urban System approved 3/3/75.

Railroads: None.   **Airports:** None.   **Water Developments:** None.

Historic and Recreation Areas: None.

Relocation Assistance Payments: Not required.   **Route Data:** FAU 0495

State Clearinghouse Approval: Exempt per 4/28/70 working agreement.

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

District 2 Clearinghouse Approval: Exempt per 10/16/70 working agreement.

Hearing: Not required.

Access Control: By County permit.

Parking Restrictions: None.

ADT: Present--8,000
Future--11,000

RU:scr

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date March 17, 1975

Applicant Agency Clackamas County

Federal Aid System Route No. FAU 0495 Route Name Linwood Avenue

Project Name Linwood Avenue-Safety overlay (King Road to Harmony Road)

Project Length 5200 feet Project Location (Attached sketch map)

Project Description Upgrade existing roadway surface; Improve drainage; Install bicycle-pedestrian way.

Average Daily Traffic 8600 (1975 est) Design Speed 35 m.p.h.

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 19' to 21' Travel Lanes 2 travel lanes Shoulders variable

Medians none Parking no restrictions

Sidewalks none

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 36' Travel Lanes two 12 foot Shoulders

Medians none Parking no restrictions

Curbed no Length Curb Radii ----

Sidewalk/Bikeway Two 6 foot one each side

Other

FOOTNOTES:

RECEIVED
COUNTY & CITY SECTION
MAR 21 1975
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☐ UPE ☐ OE ☐ RE ☐ RPE ☐

Description of Proposed Roadway Work Paving on existing road bed
2 inch AC pavement overlay; improve existing drainage; install bike path.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Will Additional Right-of-Way Be Needed? no Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? Does not apply

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location None

Type
Phases
Type of Suspension
Interconnected
Other

FOOTNOTES:

3. Permanent Signing:

Include in project or by applicant? None

4. Permanent Striping:

Include in project or by applicant? In project

IV. ILLUMINATION DATA

1. Present Illumination and Location: None

2. Proposed Illumination:

Location No provisions at present
Type

V. STRUCTURE DATA

1. Existing Structure:

Location None
Type
Size
To Remain in Place?

2. Proposed Structure:

Location None

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing

Existing crossing protection

Name of Railroad

Number of tracks: Mainline Siding Total

Angle of Intersection

Sight distance: (Direction) Distance

(Direction) Distance

Number of Trains: Passenger Speed

Freight Speed

2. Will existing railroad crossing be altered? Does not apply

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections

2. Applicant's Estimate of Cost for Requested Project:

Roadway Work	$ 39,000.00
Right-of-Way Costs (If participating)	0
Traffic Control	1,600.00
Illumination	0
Structures	0
Railroad	0
Other	0
Preliminary Engineering	0 4,000.00 "
PROJECT TOTAL	$ 40,600.00 44,600.00

FOOTNOTES: Paving and shoulder preparation by force account.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of
By
By

Clackamas County
By Thomas D Telford
By
By Stan Skoko, Comm

TRANSPORTATION IMPROVEMENT PROGRAM

PROJECT SCHEDULE AND SUPPORTING COST ESTIMATE

PROJECT TITLE Linwood Avenue DATE March 17, 1975

REQUESTING AGENCY Clackamas County CONTACT PERSON ______ PHONE 655-8521

LOCAL PRIORITY RANK ______ IMPLEMENTATION RESPONSIBILITY: STATE ____ LOCAL X

PROJECT IS: URBAN SYSTEM X PRIORITY PRIMARY ____ URBAN EXTENSION ____ UMTA ____ STATE BOND ____

SCHEDULE AND FUNDING PLAN

LEGEND:
ACTIVITY ▭
EVENT Δ

	FISCAL YEAR						
ITEM DESCRIPTION	19 75-76	19	19	19	19	19	Item Cost $
Construction	$40,600.00						$40,600.00
TOTAL $	$40,600.00						$40,600.00
FHWA $	$31,600.00						
UMTA $							
STATE $	$ 4,500.00						
LOCAL $	$ 4,500.00						
STATE BOND $							
-- $							

REQUESTOR COMMENTS: ______

CRAG PROJECT NO. ______

CRAG RANKING ______

CRAG APPROVALS:
TTAC ______
BOARD ______

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date March 20, 1975

A. PROJECT IDENTIFICATION

Name of Project Linwood Avenue safety overlay (King Road to Harmony Road) (Section)

Location of Project - Linwood Avenue (Highway Name) (Highway No., US - ORE)

(City) Clackamas (County) 1 (Region)

Program Federal Aid Urban (Funding) $40,600.00 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To improve transportation safety by upgrading the existing roadbed and install bikeway.

Origin and History: Need for safety improvement recognized by Public Works forces. Funding available from Federal Aid Urban funds.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length Project length 0.98 miles

Termini Northerly terminus at King Road - Southerly terminus at Harmony Road.

Alignment (new or existing) Existing

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No additional right-of-way required.

Typical Section Two travel lanes, adequate shoulders.

Structures None

Characteristics (ADT) The estimated 1975 ADT is 8600 VPD.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

The existing alignment will be used; no major design alternatives required.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) Due to residential development through most of the project the natural features consist mainly of landscaped areas (lawns,shrubs,etc). Some pockets of evergreens and grassy areas exist. Existing drainage facilities are to be maintained or improved.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Land use consists of suburban residential throughout,utilities are located either above or below ground throughout the project area. The project will not significantly change traffic patterns volumes or access. Project is not expected to have significant impact on air pollution. Noise pollution will be somewhat reduced.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. **Estimated Right-of-Way Requirements:**

   None

   Consequences:

2. Estimated Changes in Traffic Patterns:
   None

   Consequences:

3. Estimated Changes in Land Use:
   None

   Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:
   None

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:
   None

   Consequences:

6. **Preliminary Identification of Areas of Critical Environmental Concern:**

   None

7. Potential for Controversial Issues:

   Inconvenience to traffic caused by unplanned work schedules or methods.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION - None Required

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

*** For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:**

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

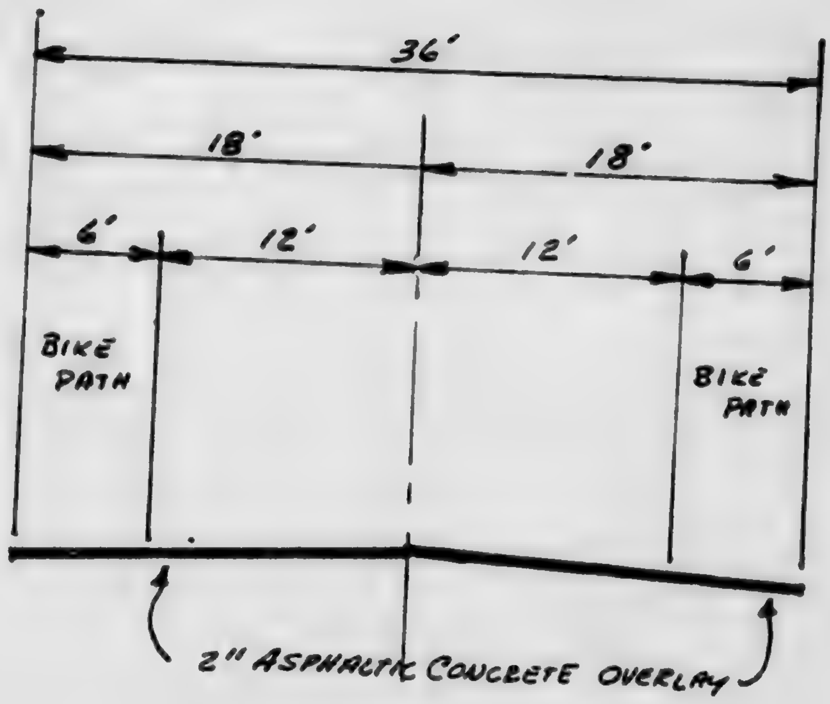
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

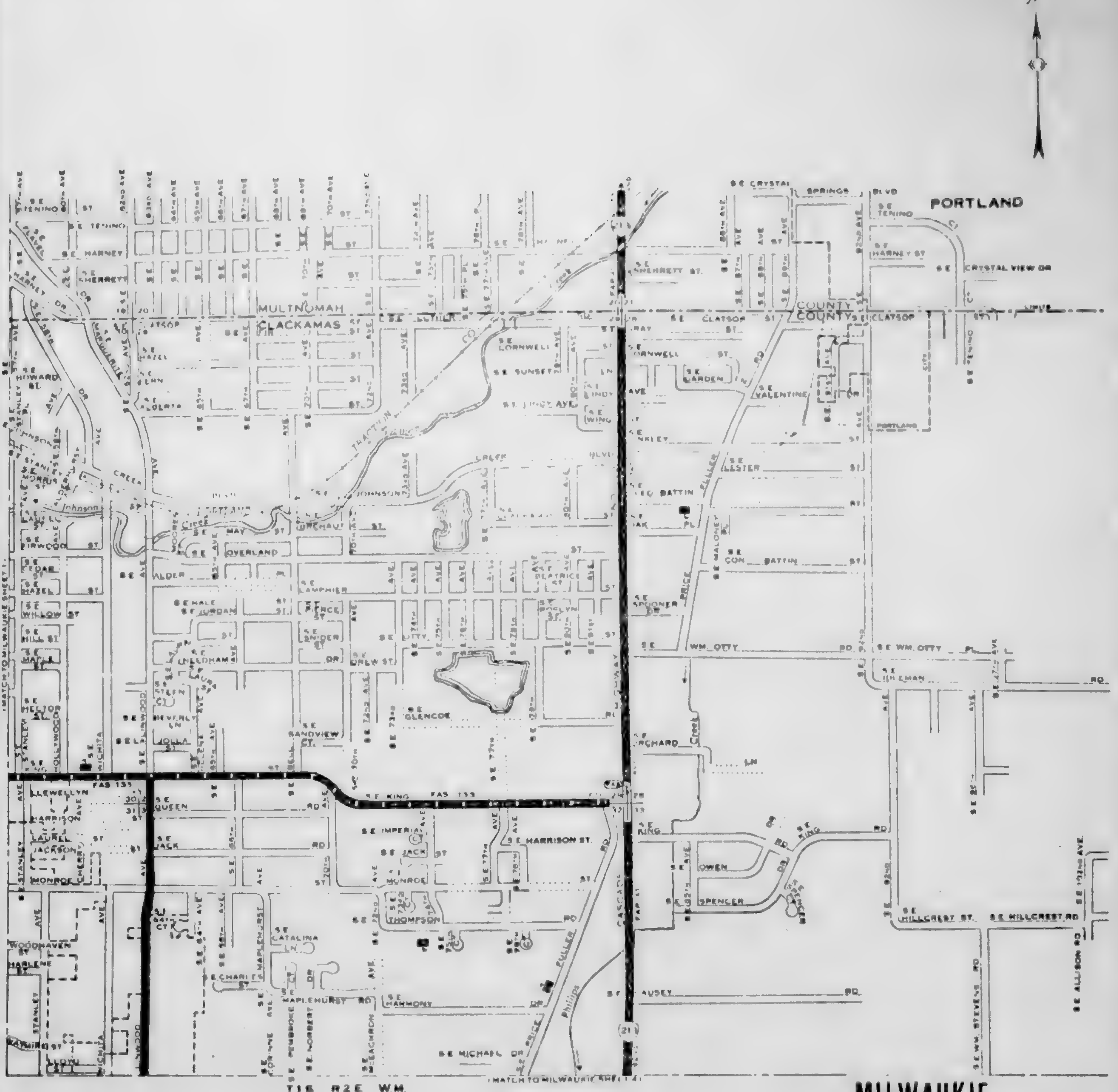
☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ______________________


36'
18'
18'
6'
12'
12'
6'
BIKE PATH
BIKE PATH
2" ASPHALTIC CONCRETE OVERLAY

TYPICAL SECTION

LINWOOD AVE
KING RD. TO HARMONY RD.

NATIONAL 42-381 50 SHEETS 5 SQUARE
42-382 100 SHEETS 5 SQUARE
42-389 200 SHEETS 5 SQUARE


N
PORTLAND
MULTNOMAH
CLACKAMAS
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COUNTY
FAS 133
SE KING
SE CRYSTAL SPRINGS BLVD
SE CRYSTAL VIEW DR
SE JOHNSON
SE LAKE
SE WM OTTY RD
SE HILLCREST RD
SE HARMONY
SE MICHAEL DR
CASCADE
Phillips
T1S R2E W.M.
MATCH TO MILWAUKIE SHEET 4

MILWAUKIE

CLACKAMAS COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 16,400

Scale in feet

Revised September 1969

SHEET ARRANGEMENT

1	2
3	4

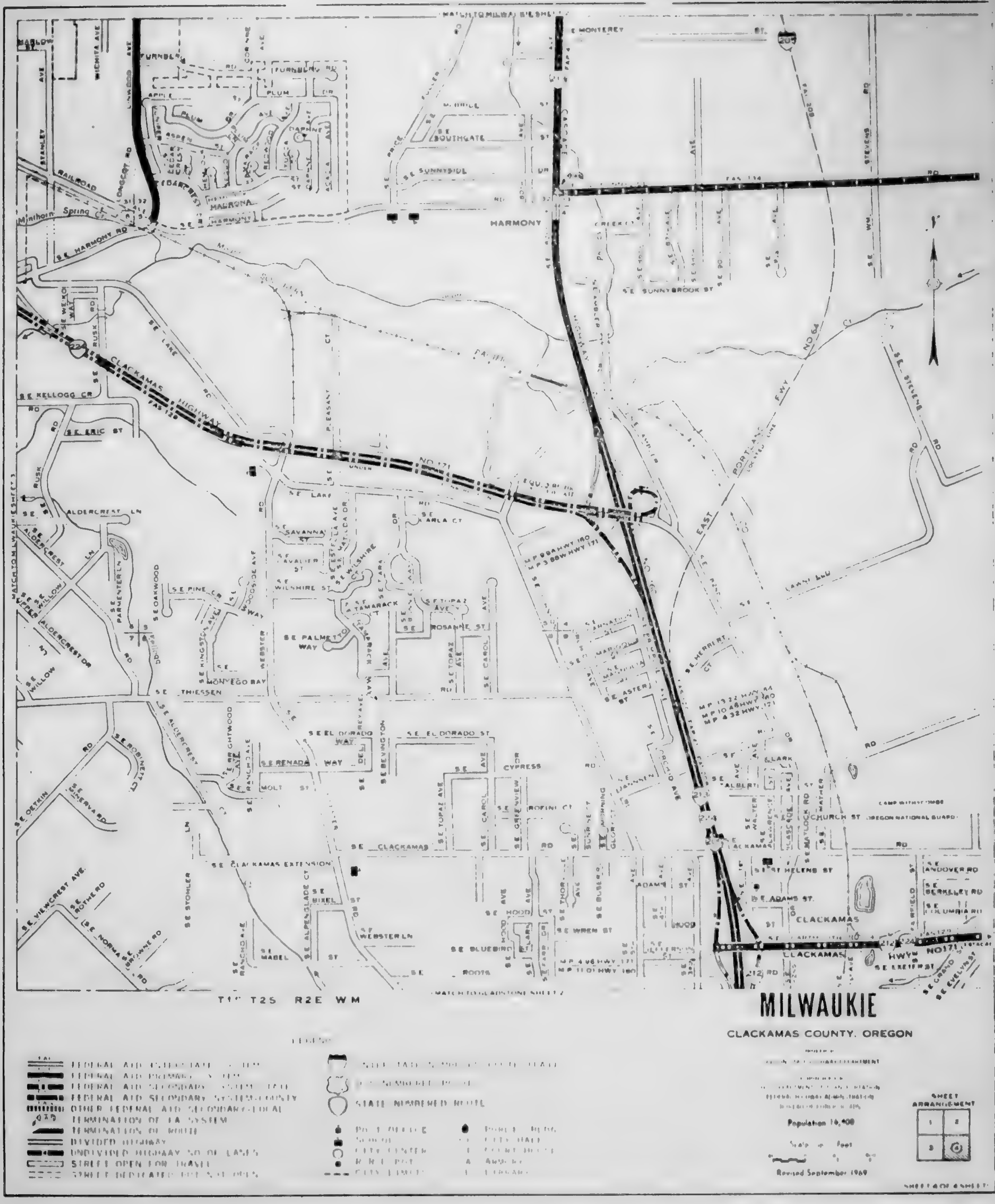
SHEET 2 OF 4 SHEETS

LEGEND

FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN

INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE

●	POST OFFICE	●	PUBLIC BLDG.
●	SCHOOL	CY	CITY HALL
○	CITY CENTER	CT	COURT HOUSE
●	R.R. DEPOT	A	ARMORY
---	CITY LIMITS	L	LIBRARY


MATCH TO MILWAUKIE SHEET 2
MATCH TO GLADSTONE SHEET 2
T1S T2S R2E WM
HARMONY
CLACKAMAS
CLACKAMAS HIGHWAY
EAST PORTLAND FWY NO 64
SE HARMONY RD
SE SUNNYBROOK ST
SE THIESSEN
SE CLACKAMAS
SE CLACKAMAS EXTENSION
CAMP WITHYCOMBE OREGON NATIONAL GUARD
N
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
CITY LIMITS
PUBLIC BLDG.
CITY HALL
COURT HOUSE
AIRPORT
LIBRARY
Scale in Feet
SHEET ARRANGEMENT
1
2
3
4

MILWAUKIE

CLACKAMAS COUNTY, OREGON

Population 16,400

Revised September 1969

SHEET 4 OF 4 SHEETS

8381 Cape Arago Hwy.-Central Ave. 1976
Sec. of Empire-Coos Bay Hwy.
(Roadway illumination)

C+A 5596 2-25-76

7-81

TO BE COMPLETED BY FHWA	S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	sm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 8-137		tate Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	County Coos
MODIFICATION NUMBER 1	8-18-78	Project Number HHS-2680 (1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on August 3, 1977,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$77,646.00	$86,000.00
Federal funds	$69,881.00	$77,400.00
Other revisions		

This modification is made for the following reasons:

To include costs of S.F.O #1 and increase in construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 18th day of August, 1978.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Technical Services Engineer
(Title)

By For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Tom Busson
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

File

Oregon State Highway Division
Salem, Oregon August 14, 1978

Federal Aid Project
No. HHS-2680 (1)

Cape Argo Hwy.-Central Ave. Section
Empire - Coos Bay Highway
Coos County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$ 6,000.00

Type Code Y030
Illumination (Sta. 2+50 to Sta. 149+70)

Subtotal of Previous Estimate of July 27, 1976		$65,133.00

Additional Approved Item

Work by Pacific Power and Light (S.F.O. # 1)	All Required	$ 6,500.00
	Subtotal	$71,633.00
	Engineering	8,367.00
	Total	$80,000.00

Length of Project -- 0.0 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Cost	State Cost
Preliminary Engineering	$ 6,000.00	$ 5,400.00	$ 600.00
Illumination	80,000.00	72,000.00	8,000.00
Total	$86,000.00	$77,400.00	$ 8,600.00

Group 1 -- 100%
Contract No. 8381
Prefix No. 106-104Z
Prefix No. 106-1998 (P.E.)

8381 STATE COPY 75

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-34	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-3-76	State Oregon County Coos Project No. HHS-2680(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. Jct. Cape Arago Hwy. S.E. 2.8 mi. (Coos Bay)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	7-22-75	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	6-3-76	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 90.00%

ESTIMATED TOTAL COST OF PROJECT $ 77,646	FEDERAL FUNDS $ 69,881

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ES Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
for: G. L. Green
Date executed by Division Administrator 8-3-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 27, 1976

Federal Aid Project
No. HHS-2680(1)

Cape Arago Hwy.-Central Ave. Section
Empire-Coos Bay Highway
Coos County

Project Agreement Estimate

Type Code P.E. Preliminary Engineering	All Required		$ 6,000.00

Type Code Y030
Illumination (Sta. 2+50 to Sta. 149+70)

Temporary Protection & Direction of Traffic	All Required		$ 1,300.00
Temporary Signs	400 sq.ft.	4.00	1,600.00
Flagmen	160 hr.	12.00	1,920.00
Pole Foundations	All Required		9,000.00
Roadway Lighting Poles & Bracket Arms	" "		18,000.00
Luminairs & Ballasts	" "		5,000.00
Switching, Conduit, Wiring, Lamps, etc.	" "		28,313.00
	Subtotal		$65,133.00
	Engineering (10%)		6,513.00
	TOTAL		$71,646.00

Length of Project - - - - - - - - - - - - - - 0.00 miles

Work Retained in Program Status (not included in totals below)

Work by Pacific Power & Light	All Required	$ 6,500.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 6,000	$ 5,400	$ 600
Illumination	71,646	64,481	7,165
TOTAL	$77,646	$69,881	$7,765

Group 1 - 100%
Contract No. - 8381
Prefix No. - 106-1042
Prefix No. - 106-1998 (P.E.)

8

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 – 732-628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H.S. Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 5-3-78	REPORT MADE BY Vincent Tabor, Ass't A.E.		PROJECT NO. HHS-2680(1)
COMPLETION DATE 1-19-77	ACCEPTANCE DATE BY CONTRACT AGENCY 7-14-77	TIME ELAPSED 174/180 = 97% %	CONTRACT TIME 180 work days
APPROVED EXTENSIONS None	LOCATION Empire-Coos Bay Hwy 243 (FAU 2680) from Cape Arago Hwy to Central Ave.-approx. 2.80 miles long.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

Empire-Coos Bay Highway Illumination
Cape Arago Hwy. Junction-S.E. 2.80 miles

This project provided for the installation of highway illumination in keeping with State energy conservation policies.

Overall project costs were estimated at $82,020, and the final estimate show an underrun of 3.50 percent to $79,155 because of decreased flagging costs.

All documentation has been received, and the project is considered satisfactory for final acceptance. (Acceptance was recommended 5-20-77).

RECEIVED
STATE HWY ENGR
MAY 8 '78
REFER TO
FOR
Info | Inves | R/D | D/R | Sgn | Act | File

5-8-78

COPY SENT
MAY 5
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original signed by Vincent J. Tabor		SIGNATURE G. K. Hossner Original Signed by G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 5/4/78	TITLE ~~District Engineer~~	DATE 5/4/78

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8381

8

July 19, 1977

Safeco Insurance Co. of America
1500 S.W. First Avenue
Portland, OR 97201

Gentlemen:

On July 14, 1977, we wrote to you concerning release of final payment on Contract No. 8381 awarded to Sims Electric, Inc. for roadway illumination on the Cape Arago Highway-Central Avenue Section of the Empire-Coos Bay Highway in Coos County.

Final payment on this contract is $500 and the total contract amount is $63,185.26. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, OR 97470

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8381

ROW 13-4

9

bc: H. S. Coulter
J.[illegible] Sollis
Al[illegible]ed Shirley Jr.-w/enc.
Glen L. Clark
Jack Ayres
General Files-w/orig. agreements

Misc C & A 5596

MISC. CONTRACTS AND AGREEMENTS No. 5596

1859

**OREGON STATE
HIGHWAY DIVISION**

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

[illegible] 4-15-77

May 16, 1977

Mr. Joe A. Schwarm
Director of Public Works
City of Coos Bay
P.O. Box 118
Coos Bay OR 97420

Construction-Maintenance Agreement
Highway Illumination
Cape Arago Hwy.-Central Ave. Section
Empire-Coos Bay Highway
Coos County

Dear Mr. Schwarm:

Here is one fully executed copy each of two Electric Service Agreements between the State of Oregon, by and through its Oregon Transportation Commission, Highway Division; the City of Coos Bay, Oregon; and Pacific Power & Light Company, which provides for the construction, maintenance and electric service for highway illumination on the subject project.

By a copy of this letter, the Oregon Department of General Services, co-signer of this agreement for the State, is being furnished fully executed copies of the two agreements.

Your cooperation in the preparation and execution of the above agreements to supply facilities, maintenance and electric service for the illumination project is greatly appreciated.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:db
Enc.

cc: Jack B. Dunham
Pacific Power & Light

Laurence R. Sprecher
Dept. of General Services-w/enc.

6-15-77
called Ruth
to get on
Boyd's weekly
approval report

8371

ROW 18-4

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

RECEIVED
STATE HWY ENGR
APR 18 '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

April 15, 1977

Mr. Laurence R. Sprecher
Director
Department of General Services
1225 Ferry Street SE
Salem OR 97310

Construction-Maintenance Agreement
Pacific Power & Light Co.
Cape Arago Highway-Central Ave.
 Section
Empire-Coos Bay Highway
Coos County

Dear Mr. Sprecher:

Here are five copies of a proposed electric service agreement between the State of Oregon, by and through its Oregon Transportation Commission, Highway Division, the City of Coos Bay, Oregon and Pacific Power & Light Co. which provides for construction, maintenance and electric service for highway illumination on the subject project. Please note the following costs covered by this agreement.

Paragraph 1 provides for an estimated construction cost of $5,647.

Paragraph 2 provides for the cost of installing three 400-watt street lights at $60 each and nine 1,000-watt street lights at $68 each for a total estimated cost of $792.

Paragraph 5 provides for a monthly charge for electric service to be paid by the City of Coos Bay. Proposed service charges will cover three lights at $4.58 each, and nine lights at $9.53 each for a total cost of $99.51.

Since Mr. Glen L. Jackson is Chairman of the Oregon Transportation Commission and also a major stockholder in Pacific Power & Light Co., your approval of this agreement is required. Pacific Power & Light Co. is the only available company in the Coos Bay area to supply the required electric service to the proposed highway illumination.

Form 81-734-3123

Please sign and return all copies of the agreement. A copy will be returned for your files upon final execution by the City of Coos Bay. Your earliest attention to the approval of this agreement is greatly appreciated.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:db
Enc.

bc: H. S. Coulter
J. L. Sollis
Alfred Shirley Jr.
Glen L. Clark
Jack Ayres

838/

ROW 18-4

OREGON STATE
HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

April 15, 1977

Mr. Laurence R. Sprecher
Director
Department of General Services
1225 Ferry Street SE
Salem OR 97310

Construction-Maintenance Agreement
Pacific Power & Light Co.
Cape Arago Highway-Central Ave.
Section
Empire-Coos Bay Highway
Coos County

Dear Mr. Sprecher:

Here are five copies of a proposed electric service agreement between the State of Oregon, by and through its Oregon Transportation Commission, Highway Division, the City of Coos Bay, Oregon and Pacific Power & Light Co. which provides for construction, maintenance and electric service for highway illumination on the subject project. Please note the following costs covered by this agreement.

> Paragraph 3 provides for a monthly charge for electric service to be paid by the City of Coos Bay. Proposed service charges will cover 24 lights at $4.25 each and 20 lights at $9.20 each for a total cost of $286.

Since Mr. Glen L. Jackson is Chairman of the Oregon Transportation Commission and also a major stockholder in Pacific Power & Light Co., your approval of this agreement is required. Pacific Power & Light Co. is the only available company in the Coos Bay area to supply the required electric service to the proposed highway illumination.

Please sign and return all copies of the agreement. A copy will be returned for your files upon final execution by the City of Coos Bay. Your earliest attention to the approval of this agreement is greatly appreciated.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

RECEIVED
STATE HWY ENGR
APR 18 '77
REFER TO
FCP

JMC:db
Enc.

bc: H. S. Coulter
J. L. Sollis
Alfred Shirley Jr.

Glen L. Clark
Jack Ayres

Form 81-734-3123

~~ROW 18-4~~

[illegible]

OREGON STATE HIGHWAY DIVISION

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 7, 1977

Mr. Laurence R. Sprecher
Director
Department of General Services
1225 Ferry Street SE
Salem OR 97310

Construction-Maintenance Agreement
Pacific Power & Light Co.
Cape Arago Highway-Central Ave.
Section
Empire-Coos Bay Highway
Coos County

Dear Mr. Sprecher:

Here are five copies of a proposed electric service agreement between the State of Oregon by and through its Oregon Transportation Commission, Highway Division, the City of Coos Bay, Oregon and Pacific Power & Light Co. which provides for construction, maintenance and electric service for highway illumination on the subject project. Please note the following costs covered by the agreement.

Paragraph 1 provides for an estimated construction cost of $5,647.

Paragraph 2 provides for the cost of installing three 400-watt street lights at $60 each and nine 1000-watt street lights at $68 each, for a total estimated cost of $792.

Paragraph 5 provides for a monthly charge for electric service to be paid by the City of Coos Bay. Proposed service charges will cover 35 lights at $4.25 each and 32 lights at $8.75 each, for a total cost of $428.75. A separate agreement provides for the State to participate in 25 percent of the service cost which is estimated to be $107.19.

Since Mr. Glen L. Jackson is Chairman of the Oregon Transportation Commission and also a major stockholder in Pacific Powrr & Light Co., your approval of this agreement is required. Pacific Power & Light Co. is the only available company in the Coos Bay area to supply the required electric service to the proposed highway illumination.

Form 81-734-3123

Please sign and return four copies of the agreement. The fifth copy is for your files. Your earliest attention to the approval of this agreement is greatly appreciated.

Yours truly,

Jack M Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:dmb
Enc. (5)

bc: H. S. Coulter
J. L. Sollis
Alfred Shirley Jr.
Glen L. Clark
Jack Ayres

RECEIVED
STATE HWY ENGR
MAR 8 '77
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cape Arago - Central Ave.

WEEK ENDING: February 26, 1977

SECTION PREFIX: [illegible]

HIGHWAY: [illegible]

COUNTY: Coos

NAME OF JOB: Cape Arago - Central Ave.

KIND OF WORK: [illegible]

CONTRACTOR: [illegible]

CONTRACT NUMBER: [illegible]

FEDERAL AID PROJECT NUMBER: [illegible] (1)

DATE OF CONTRACT: [illegible]

DATE WORK STARTED: [illegible]

ESTIMATED COMPLETION DATE: Jan. [illegible], 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: 0 SUPERVISION

SPECIFIED WORK DAYS: [illegible]

SPECIFIED CALENDAR DAYS

SPECIFIED COMPLETION DATE

WORK DAYS USED: 174

CALENDAR DAYS USED

PERCENT OF TIME ELAPSED: 97%

PROJECT AUTHORIZATION: $[illegible]

EXCLUSIVE OF ENGINEERING: $[illegible]

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $69,485.26

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 7 %

ENGINEERING AUTHORIZATION: $7,163.00

ENGINEERING COST TO DATE: $7,900.00

PERCENT OF AUTHORIZATION: 110 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION

DATE PROJECT WAS COMPLETED: Jan. 19, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Rain	0		
MONDAY 21	"	0		
TUESDAY 22	"	0		
WEDNESDAY 23	"	0		
THURSDAY 24	"	0		
FRIDAY 25	"	0		
SATURDAY 26		0		

RECEIVED
MAR 14 1977
BRIDGE SECTION

Routing
___ Kensey
___ Bond
___ Jackmond
___ Harwood
___ Johnsen
___ Walker
___ Richards
___ Glenn
___ Berg

RECEIVED
MAR 2 1977
CONSTRUCTION SECTION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 20	No work.
MONDAY 21	No work all day.
TUESDAY 22	
WEDNESDAY 23	
THURSDAY 24	
FRIDAY 25	
SATURDAY 26	

REMARKS

Foreman called and stated he would be over Monday morning and adjust the luminaires, Feb. 28th. Should be finished on Tues.

Semi-final should be sent in March 4, 1977.

SIGNED Eugene H. [illegible] LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

NO.
HHS-2680(1)

LETTER OF APPROVAL AND/OR AUTHORIZATIO

STATE PROJECT NO.
Cape Arago Hwy-Central Ave.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.
HHS-38

COUNTY NAME
Coos

PROGRAM STAGE (Check)
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 8 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE
6-30-76

FEDERAL ROUTE NUMBER
FAU 2680

STATE ROUTE NUMBER
Secondary Route 243

GENERAL LOCATION:
City of Coos Bay

GENERAL DESCRIPTION OF WORK:
Program Change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*
Program Change

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED
PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's June 23, 1976 letter I approve the program change for the subject project to include in the charactor of proposed work- "Adjustment of utilities including preparatory work" at a total estimated cost of $6,500 - Federal funds $5,082.

DATE
7-1-76

SIGNATURE OF APPROVING OFFICIAL
G. K. Hosmer

TITLE
for Division Administrator

FORM PR-1240 (REV. 8-73) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-895

June 23, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Minor Program Change
Project No. HHS-2680(1)
Cape Arago Hwy. - Central Ave. (Coos Bay) Section

We hereby request your approval of a minor program change on the subject project to include in the Character of proposed work "Adjustment of Utilities including preparatory work".

Subsequent to submission of the program on the project it has been determined that adjustments of Pacific Power & Light Co. facilities are required on the project. The estimated total cost for the utility adjustments is $6,500 with federal funds of $5,082.

CL:re

cc: J. M. Cartwright
D. E. Swan

GTE
GENERAL TELEPHONE COMPANY OF THE NORTHWEST, INC.
276 LA CLAIR STREET, P.O. BOX 929, COOS BAY, OREGON 97420 • (503) 267-3176

March 3, 1976

Walter J. Hart
Bridge Engineer
Oregon State Highway Division
Highway Building
Salem, Or 97310

Dear Mr. Hart:

This letter is your authorization to place riser conduits for illumination service on the following poles owned by General Telephone Company of the Northwest, Incorporated:

2513 - 206640
2513 - 208540
2513 - 210440
2513 - 210441
2513 - 211442
2513 - 211440
2513 - 213340
2513 - 213242
2513 - 216041
2513 - 218042
2513 - 272843
2513 - 209440
2513 - 271842

General Telephone Company of the Northwest, Incorporated, assumes no responsibility for any damages or claims resulting from the installation and maintenance of the illumination service. Please utilize construction methods as outlined in your letter of March 1, 1976.

Very truly yours,

B. C. Hesselman
Engineering & Construction Supervisor

RECEIVED
MAR 4 1976
BRIDGE SECTION

RECEIVED
COUNTY & CITY SECTION
MAR 5 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

NOTED
R. W. ELLISON

NOTED
W. J. HART

A part of General Telephone & Electronics

Rulien
PRO 6
Coos Bay
19

STATE OF OREGON 1859

**OREGON STATE
HIGHWAY DIVISION**

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 1, 1976

Mr. Joe A. Schwarm
Director of Public Works
City of Coos Bay
P. O. Box 1118
Coos Bay, OR 97420

Dear Mr. Schwarm:

This will acknowledge your letter of February 27, 1976, reminding us that as per the agreement the City wishes to review the plans for the Ocean Boulevard illumination project.

By a copy of this letter I am asking the Bridge Section in Salem, who is preparing the final contract plans, to supply you with a copy as soon as available.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
Walter Hart
B. E. Brown
Frank Morrison

RECEIVED
COUNTY & CITY SECTION
MAR 8 - 1976
☐ ENGR. ☐ COOR. ☑ ut ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

Manual / Info / #

PROJECT MANAGEMENT
MAR - 4 '76
REFER TO Dr / R
FOR

Info	Investigate	R/D	Action	File	Letter	See me
✓						

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

February 27, 1976

Mr. Glen Clark
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Ocean Boulevard
Lighting Project

Dear Glen:

The City has received the executed agreement from the State this past week on the Ocean Boulevard lighting project. General Provision Item No. 1 declares that the City may review the design plans before calling for bids.

Please consider this letter as the City's request to mutually review with the State the proposed lighting of Ocean Boulevard from Central to Newmark Avenue prior to calling for bids.

Very truly yours,

Joe A Schwarm

Joe A. Schwarm
Director of Public Works

City With A Future

February 25, 1976

City of Coos Bay
City Hall
Coos Bay, OR 97420

5b

Attention: Robert A. Wheeler
City Recorder

5/34/75

MISC. CONTRACTS and
AGREEMENTS No. 5506

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering installation of illumination at various intersections along the Central Avenue-Cape Arago Highway Section of the Empire-Coos Bay Highway.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc L. E. George (conf. agree. att.)

George
PRO 6

NOTED
R.D. TRYGSTAD

**OREGON STATE
HIGHWAY DIVISION**

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 10, 1976

Mr. Joe A. Schwarm
Director of Public Works
City of Coos Bay
P. O. Box 1118
Coos Bay, OR 97420

NOTED
L.E. GEORGE

Dear Mr. Schwarm:

This will acknowledge receipt of City Council Resolution No. 76-7 authorizing the Mayor and City Recorder to sign the illumination agreement on Ocean Boulevard from 14th Street to the Cape Arago Highway in Coos Bay.

Copies are being forwarded to those interested sections in our Salem office.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
L. E. George
Walter Hart
B. E. Brown
Frank Morrison

RECEIVED
FEB 13 1976
TRAFFIC ENGINEERING

RESOLUTION 76-7

WHEREAS, the City of Coos Bay finds it necessary to enter into an agreement with the Oregon State Highway Department to provide lighting on the Empire - Coos Bay Highway from Central Avenue to the Cape Arago Highway, and

WHEREAS, the City Council, at its meeting of January 12, 1976, reviewed the agreement proposed by the State Highway Department and with specified revisions found it satisfactory,

NOW, THEREFORE, BE IT RESOLVED, that the Mayor and City Recorder are hereby authorized to execute said agreement on behalf of the City of Coos Bay.

The foregoing resolution was duly adopted by the City Council of the City of Coos Bay, Coos County, Oregon, on the 26th day of January, 1976, and approved by the Mayor on the 26th day of January, 1976.

Robert Hale
Robert Hale
Mayor of the City of Coos Bay
Coos County, Oregon

ATTEST: Robert A. Wheeler
Robert A. Wheeler
Recorder of the City of Coos Bay
Coos County, Oregon

Coos Bay
Illum Agree

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 12, 1976

TO Transportation
Oregon ~~State Highway~~ Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Roadway Illumination Installation
Central Avenue-Cape Arago Highway Section
Empire-Coos Bay Highway

We have an agreement which has been executed by the City of Coos Bay covering the installation of illumination on Ocean Boulevard (Empire-Coos Bay Highway), Central Avenue-Cape Arago Highway Section in the city of Coos Bay.

The agreement provides that the State shall prepare all plans and specifications and perform the work of the project. The estimated cost of this project is $90,000, which will be funded by Title II funds; $81,000 Federal funds and $9,000 State funds.

Maintenance and power costs shall be borne on a basis of 75 percent City and 25 percent State.

This will be on the agenda for your consideration at the meeting of February 24. Your approval of the agreement is recommended.

bc: C. W. Head
G. M. Baldwin
E. S. Hunter
R. L. Schroeder
L. E. George
V. E. Skoog
Don Harwell
Alfred Shirley, Jr.
Jack Graham
George Bell

VLT:rj dpy

RECEIVED
COUNTY & CITY SECTION
FEB 12 1976
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Rulien
PRO 6
Coos Bay
Illum
~~Safety~~
R

PROJECT MANAGEMENT SECTION
JAN - 7 1976

1859

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. Joe A. Schwarm
Director of Public Works
City of Coos Bay
P. O. Box 1118
Coos Bay, OR 97420

January 5, 1976

RECEIVED
COUNTY & CITY SECTION
JAN 9 - 1976
☑ ENGR. ☐ COOR. ☑ GE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Dear Mr. Schwarm:

We have been advised by Pacific Power and Light Company that they will provide energy and limited operation and maintenance of the illumination system on Ocean Boulevard (Empire-Coos Bay Highway) between Central and the Cape Arago Highway (Newmark Street) as proposed on the preliminary plans mailed to you December 24,1975, for $355.00 per month. This involves 30 - 400 watt/21,000 lumen and 26 - 1,000 watt/55,000 lumen units at $4.25 and $8.75/month, respectively.

The anticipated work by PP&L forces which would be included in the contract cost is estimated at $5,717.00. The overall project, including this item, is now estimated at $90,000.00, including 14.5% engineering and contingencies.

Thus, if you wish to proceed with this project, the cost to the city for future maintenance and power consumption would be $266.25 per month. The cost of construction by Title II would be 90% federal funds and as this is a state highway, the state would provide the 10% matching funds. ✓

The limited maintenance would include group relamping and cleaning, lamp replacement of random failures, replacement of glass and minor components that become broken or defective. It would be a city responsibility to advise PP&L of outages. The future luminaire replacements due to pole replacements and all major replacement components, such as ballasts, photoelectric units, mast arms, etc., would be at city/state cost.

Please advise if this is satisfactory with the city.

Very truly yours,

ALFRED SHIRLEY, MR.
Regional Engineer

Glen L Clark

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
L. E. George
B. E. Brown
Frank Morrison
R. W. Ellison

Don/#

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: BR 16270

INTER-OFFICE CORRESPONDENCE
December 31, 1975
Salem, Oregon

R.W. Ellison

FROM: R. W. Ellison
Bridge Administration Engineer

SUBJECT:
Title II Ill. Project
Cape Arago Hwy.-Central Ave. Sec.
Empire-Coos Bay Hwy.

TO: Mr. Alfred Shirley
Region 3 Engineer

Attention Glenn Clark
Regional Fed. Aid Engineer

We are forwarding to you a copy of a proposal submitted by PP & L for street lighting along Ocean Blvd. in Coos Bay.

PP & L will furnish energy and limited operation and maintenance service for dusk-to-dawn operation of the lights at a monthly rate of $4.25/21,000 lumen (400 watt) light and $8.75/55,000 lumen (1,000 watt) light. There are 30 - 400 watt and 26 - 1,000 watt lights on the preliminary plans sent to you on December 16, 1975. The total monthly operation bill will therefore be $355.00/month.

The total cost of the construction (including 14.5% E & C) is $90,000. This figure includes $5,717 to reimburse PP & L for the line work necessary in relocating their facilities to accommodate our lights. You will be billed on actual cost.

It is assumed that you will contact Mr. J. A. Schwarm, Director of Public Works, City of Coos Bay, with this proposal and come to an agreement with him for sharing the operating costs.

GJB/ag

Encl.

cc L. E. George w/encl.
B. E. Brown w/encl.

ROSEBURG REGION
RECEIVED
JAN 0 5 1976

RE	RME	RCE	ROE	TE
RUE	DES	HSR	FILE	
ENV	FAE	HPI		

16273

PACIFIC POWER & LIGHT COMPANY
300 ANDERSON
P. O. BOX 989
COOS BAY, OREGON 97420

RECEIVED
DEC 24 1975
BRIDGE SECTION

December 23, 1975

Robert M. Dixson
Senior Illumination Engineer
Bridge Section, Highway Division
Department of Transportation
State Highway Building
Salem, OR 97310

Dear Mr. Dixson:

In accordance with the meeting held in Coos Bay recently between you, Mr. Schwarm of the City of Coos Bay and Mr. Jordahl of Pacific Power and Light, I submit the following terms under which we will serve the state/city owned lighting installed on Pacific Power and Light wood poles or state/city poles along Ocean Boulevard, Coos Bay.

Pacific Power and Light Company would install street-lighting facilities to be furnished and owned by State of Oregon on wood poles utilized by Pacific as part of its electric distribution system. The State would furnish fixtures and materials for the installation and deliver the same to Pacific's service center in Coos Bay, Oregon. Such material and fixtures would be of types and quality acceptable to Pacific. The State would reimburse Pacific for the actual costs of installation including reasonable overheads. These costs are estimated to be $60.00 for each 21,000 lumen and $68.00 for each 55,000 lumen mercury-vapor light installed on a pole having adequate clear mounting space. The rearrangement of existing facilities on a pole to clear mounting space would be an additional cost. These estimated costs are for lights installed during 1976. A condition for the installation of these lights on poles of Pacific's electric distribution system is that all work performed on the lights be done by Pacific's personnel.

Pacific would furnish electric energy and limited operation and maintenance service for the dusk-to-dawn operation of the lights at monthly rates of $4.25 for each 21,000 lumen light and $8.75 for each 55,000 lumen light. The limited operation and maintenance service would consist of the group replacement of lamps and cleaning of luminaires, the replacement lamps required by random failures, the replacement of glassware and minor luminaire components as may become broken or defective. Pacific would not patrol for light outages and it would be the responsibility of the customer, through its police force, to inform Pacific of outages. Pacific would, at the customers additional expense, remove and reinstall lights when required because of pole replacements, replace luminaires, ballasts, mastarms, and photoelectric controls, when in Pacific's judgment, such components should be replaced and remove lights when they are to be discontinued.

NOTED
R. W.

The points of delivery for electric energy would be at the connection of the internal wiring of each light to line conductors of Pacific's secondary-voltage circuits. The monthly rates quoted include charges for energy based on the rate specified by Pacific's Oregon tariff Schedule 52 for customer-owned lights. Pacific's rates and services are, and shall be, subject at all times to the regulatory authority of the State of Oregon as vested in and exercised by the Public Utility Commissioner of Oregon and are subject to change by superseding schedules or by lawful order of said regulatory or of any other governmental agency having jurisdiction.

The installation of lights would be made and the service described above would be furnished in accordance with a written agreement having an initial term of one year.

In addition to aforementioned terms you obviously need estimated costs for installation of the proposed street lights and the estimated costs of line-work necessary for replacement and/or relocation of our facilities to accomodate the proposed street lighting system. Our present estimate, if the actual work is done during the 2nd or 3rd quarter of 1976 is $5,717.00. I want to emphasize again that you will be billed on actual costs after installation.

If these terms are satisfactory please write me a letter to that fact and I will have a written agreement prepared.

Very truly yours,

Jack B. Dunham

Jack B. Dunham
District Manager

JBD:kb

NOTED
C. J. BALLARD

Coos Bay
17

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
September 18, 1975

FILE:

FROM: L. E. George
Traffic Engineer

SUBJECT: Illumination
Empire-Coos Bay Hwy.
Coos Bay

TO: Walt Hart
Bridge Design Engineer

It was recently brought to my attention that you have not been sent any of the recent correspondence pertaining to an illumination project for the Empire-Coos Bay Highway in Coos Bay.

The section to be illuminated is from the Cape Arago Highway to Central Avenue Section and is scheduled for the November 20, 1975, contract letting. Since you will be doing the design for the project, enclosed are copies of the pertinent correspondence including a copy of the approved authority for survey. The lighting should illuminate an area of highway approximately two hundred feet before and after the intersections involved and should be consistent with AASHTO standards for illumination levels.

[illegible] will
[illegible]

for L. E. George
Traffic Engineer

DKH:cr
cc: Project Management - It will be necessary to prepare an agreement for this project.

Alfred Shirley, Jr.

RECEIVED
COUNTY & CITY SECTION
SEP 23 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SEP 18 1975

Agree

Coos Bay
Illum

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

DATE December 5, 1973

TO Mr. L. E. George
Traffic Engineer

FROM ORIGINAL SIGNED
L. L. WALLACE
L. L. Wallace
Bridge Design Engineer

SUBJECT Illumination
Empire-Coos Bay Highway #243
Coos Bay

RECEIVED
COUNTY & CITY SECTION
DEC 6 - 1973
☑ ENGR. ☑ COOR. ☑ OE ☐ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

The attached plans have been reviewed as requested and appear to be satisfactory. The proposed illumination fits very well into the overall design for lighting Ocean Boulevard in Coos Bay.

The ultimate system will provide continuous illumination from Newmark Avenue (Cape Arago Highway) to Central Avenue along the aforementioned street.

The current policy of minimum illumination during the energy crisis should be considered before adopting a state-city agreement.

RMD:dh
Attachment

cc D. N. Harwell
R. M. Dixson

League ltr 1-28-72

Coos Bay
Cox

FORM 2-30 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
August 24, 1973

SUBJECT:

To: L. E. George
Traffic Engineer
SALEM

Request for a Cooperative Agreement
Reguarding Illumination
Empire-Coos Bay Highway # 243
Coos Bay
Central Ave – W Hills Blvd Section

Attached is a letter dated August 3, 1973, from Mr. J. A. Schwarm, Public Works Director, Coos Bay, requesting a cooperative agreement for a continuing lease cost of $1,518.60 a year for a lighting system leased from Pacific Power and Light Company.

Will you please review it for adequacy and safety standards and if approved advise H. S. Cox of City-County for formulation of the requested agreement.

You will recall a year or so ago the former city manager of Coos Bay was informed that the agreement with the League of Oregon Cities did include leased facilities such as proposed in this request.

ORIGINAL SIGNED BY GLEN L. CLARK
REGION TRAFFIC ENGINEER

GLEN L. CLARK
Regional Traffic Engineer

GLC/sr

cc H. S. Cox
R. A. Sandmann
Robert Judson

RECEIVED
COUNTY & CITY SECTION
AUG 27 1973
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

August 3, 1973

Mr. Marty Havig
Regional Utilities Engineer
Oregon State Highway Division
P. O.Box 1128
Roseburg, Oregon 97470

Dear Mr. Havig:

Submitted herewith is the City of Coos Bay's proposed lighting plan on Cape Arago Highway (Ocean Blvd.) from Central Avenue to Newmark Avenue.

Also attached is the annual cost estimate of this proposed lighting which would be paid under our lease agreement with Pacific Power & Light Company.

We request that you review this plan and cost estimate for inclusion in a joint State-City agreement on the financing of this proposed lighting. The total annual lease cost would be $1,518.60.

If there are any questions regarding the design criteria, please contact Eric A. Jardahl, Pacific Power & Light Company, Public Services Building, 920 S. W. 6th, Portland, Oregon 97204. Any other questions please direct to the Public Works Director, City of Coos Bay.

Very truly yours,

Joe A. Schwarm

Joe A. Schwarm
Public Works Director

Enc. (3)

Coos Bay, Oregon

Ocean Blvd. & Newmark Avenue Street Lighting

Street Lights Installed or Proposed for Installation in 1973 (detailed on Ocean Blvd. map, Revised July, 1973)

9 -	55,000 lumen mercury vapor street lights installed on wood poles and served by overhead circuits @ $9.50 per unit per month or an annual cost of	$ 1,026.00
13 -	21,000 lumen mercury vapor street lights installed on wood poles and served by overhead circuits @ $5.90 per unit per month or an annual cost of	$ 920.40
	Total annual cost of proposed installation	$ 1,946.40

Existing street lights to be replaced by new street lights shown on Ocean Blvd. map (revised July, 1973).

4 -	4,000 lumen incandescent street lights @ $2.75 per unit per month or an annual cost of	$ 132.00
1 -	7,000 lumen vertical mercury vapor street light @ $3.45 per month or an annual cost of	$ 41.40
1 -	21,000 lumen mercury vapor street light, installed in Empire area on Newmark Avenue, @ $5.80 per month or an annual cost of	$ 69.60
1 -	21,000 lumen mercury vapor street light @ $5.90 per month or an annual cost of	$ 70.80
1 -	55,000 lumen mercury vapor street light @ $9.50 per month or an annual cost of	$ 114.00
	Total annual cost of lights to be removed	$ 427.80

Net annual cost of roadway lighting shown on Ocean Blvd. map revised July, 1973 is $1,518.60

RECEIVED [illegible] 3 1973

RECEIVED AUG 3 1973

The cost to the City of Coos Bay will be reduced by the removal of the following street lights on Ocean Blvd. due to road widening.

1	10,000 lumen incandescent street light @ $4.00 per month or an annual cost of ....$	48.00
4	7,000 lumen vertical mercury vapor street lights @ $3.45 per unit per month or an annual cost of ....$	165.60
1	4,000 lumen incandescent street light @ $2.75 per month or an annual cost of ....$	33.00
	Reduction in annual cost due to removal will be $	246.60

These street lights have been replaced by new 55,000 lumen mercury vapor units in 1973.

1	21,000 lumen mercury vapor street light (Central & Ocean Blvd.) @ $5.90 per month or an annual cost of ....$	70.80
2	4,000 lumen incandescent street lights (Ocean Blvd. near Commercial, Newmark & Ackerman) @ $2.75 per unit per month or an annual cost of ....$	66.00

Total cost of lights replaced by 55,000 lumen mercury vapor units shown as existing on Ocean Blvd. map revised July, 1973 is $136.80.

U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. HHS-2680(1)

STATE PROJECT NO. Cape Arago Hwy-Central Ave

FROM:
G. L. Green, Division Engineer
Salem, Oregon

PROGRAM NO.

ITEM NO. HHS-38

COUNTY NAME Coos

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:
Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 24 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
E. S. HUNTER

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE July 22, 1975

FEDERAL ROUTE NUMBER Urban Route 2680

STATE ROUTE NUMBER Secondary Route 243

GENERAL LOCATION:
City of Coos Bay

GENERAL DESCRIPTION OF WORK:
Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval letter of July 22, 1975 approved this project for inclusion in the Federal bid program.

You are authorized to proceed with all phases of preliminary engineering necessary to obtain PS&E approval estimated to be a total of $7000 - ($6300 Federal funds).

7-25-75
ORIGINAL TO
L.W. Rulien
w/att.

DATE 7-22-75

SIGNATURE OF APPROVING OFFICIAL C.R. Burghardt fr

TITLE Division Engineer

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

[illegible]

July 14, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. HHS-2680(1)

We are submitting program data for one project, Item No. 38, Project No. HHS-2680(1), "Cape Arago Hwy.-Central Ave. Section" which we desire to have included in the High Hazard Locations Program under Section 209 of Title II as established by the Federal-Aid Highway Act of 1973.

Enclosed are narrative and sketch map prepared by our Traffic Section for this project.

We request the following:

(1) Concurrence that the project qualifies for the timesaving procedures enumerated in FHPM 6-8-2.1.

(2) Concurrence that this project falls in the classification of nonmajor action as set forth in FHPM 7-7-2, paragraph 10e, based on the "Statewide Environmental Assessment for Highway Safety Improvement Projects" concurred in by FHWA Division Office, February 25, 1975.

(3) Authorization to proceed with all phases of preliminary engineering necessary to obtain PS & E approval.

DRH:bz

Enclosure

OREGON STATE HIGHWAY DIVISION
Traffic Engineering Section

ILLUMINATION INVESTIGATION
Empire-Coos Bay Hwy. - Coos Bay - Coos County
Hwy. #243-M.P. 0.00 to M.P. 2.80

Recommendation:

Because the section of the Empire-Coos Bay Highway from M.P. 0.00 to M.P. 2.80 was recently widened to a four-lane roadway with numerous vertical and horizontal curves and intersections, illumination should be provided to create safer nighttime traffic operation.

Historical Background:

For the purpose of this investigation, the investigated portion was defined as the section of the Empire-Coos Bay Highway No. 243 between the intersection with the Cape Arago Hwy. No. 240 on Newmark Ave. (M.P. 0.00) and the intersection of 14th Street and Central Avenue (M.P. 2.80).

This 2.80 mile long section is a paved, four-lane, uncontrolled access, Secondary State Highway. There are many horizontal and vertical curves and intersecting streets with minimum sight distance along the entire length of this section. The intersections of Newmark Avenue and Butler Road with Ocean Boulevard are controlled by traffic signals.

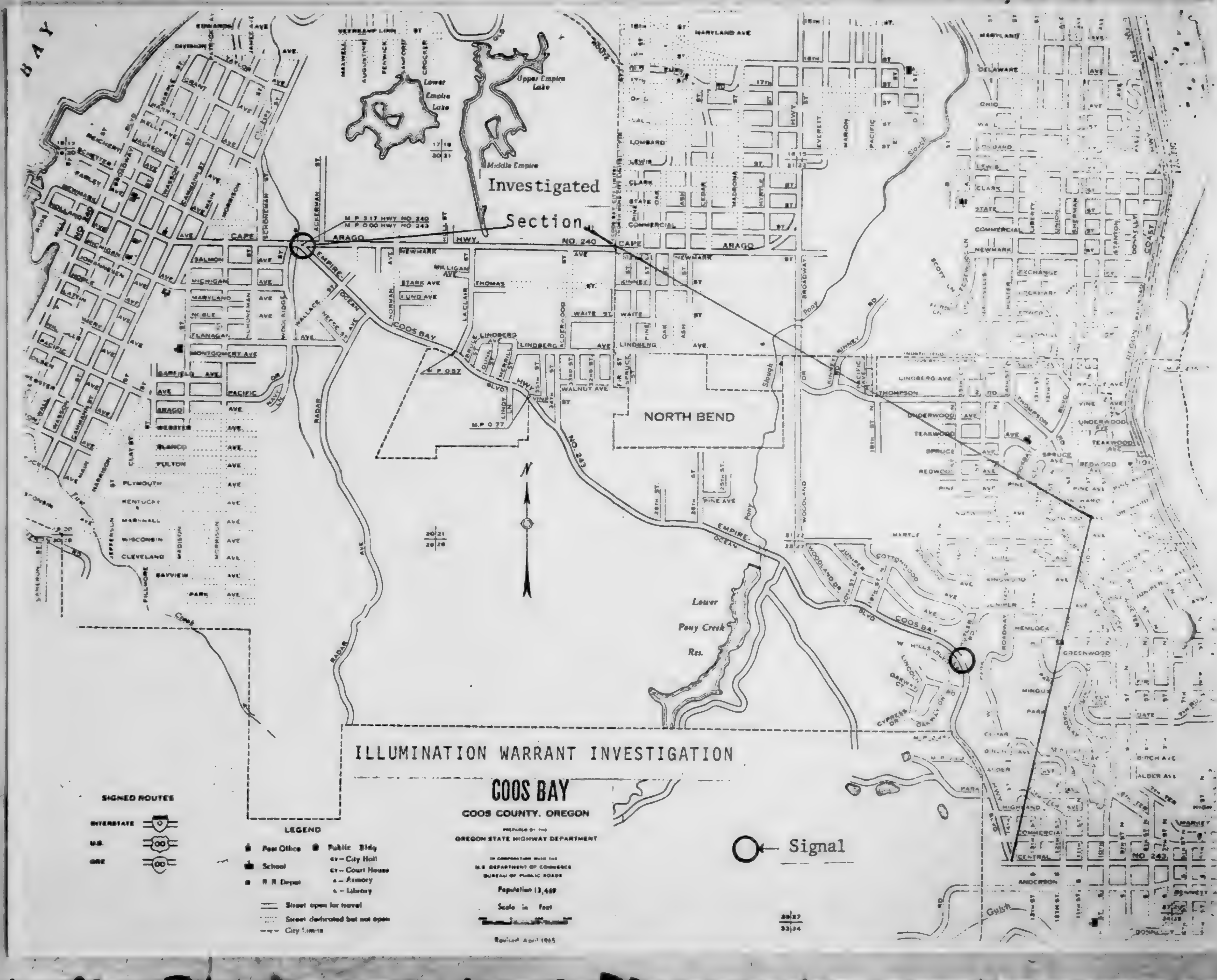
For 1974, the Average Daily Traffic on this section of Highway 243 was about 7,800 vehicles. There are 17 locations on this section where the direction of travel is altered by curves that vary from the short, nearly tangent type to large radius, 90 degree curves. There are 22 intersections with side streets along this section. The roadside culture varies from moderately residential at each end of the section to sparsely residential in most of the mid-section.

Operating speed for nearly all of this section is 40 MPH. A 0.28 mile long portion at the west end is 35 MPH and a .06 mile long portion at the east end is 30 MPH. The road has four 12 foot lanes with a four foot painted median. There is concrete curbing at most of the roadside residential-type areas. There is no parking permitted on this section except as necessary for emergency conditions.

The intermittent lighting on this highway makes the general lack of lighting more apparent on the overall section. Also a complete lack of any background lighting results in a complete absence of night visibility.

Because of the many uncontrolled intersections, and other potential hazards on this newly reconstructed roadway, the previously stated recommendation was made.

EB:rj
5-20-75


ILLUMINATION WARRANT INVESTIGATION
COOS BAY
COOS COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
Population 13,469
Scale in Feet
Revised April 1965
SIGNED ROUTES
INTERSTATE
U.S.
ORE
LEGEND
Post Office
Public Bldg
CH – City Hall
CT – Court House
A – Armory
L – Library
School
R R Depot
Street open for travel
Street dedicated but not open
City Limits
Signal
Investigated Section
NORTH BEND
BAY
N
NO 240
NO 243
CAPE ARAGO HWY
COOS BAY BLVD
EMPIRE
OCEAN
M P 3.17 HWY NO 240
M P 0.00 HWY NO 243
Upper Empire Lake
Lower Empire Lake
Middle Empire
Lower Pony Creek Res.
Pony Slough
Gulch

Budget Bureau No. 41-R2067

U.S

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B.O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

July 14, 1975

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) St. Rd., Jct. Cape Argo Hwy., S.E. 2.8 mi. 21 65	ADT	PRESENT 7,800	FUTURE 14,700 (66) (70)	YEAR 95 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.E., Lighting 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) HHS- 14 23	NUMBER 2680

CARD	CLASS OF FEDERAL FUNDS (Section 209) High Hazard Locations	COUNTY NAME Coos
	NAME OF URBAN AREA Coos Bay 17-31	ROUTE NO. U · FEDERAL-AID 2680 (92) · STATE 243 (96) (97) · U.S. - -

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (70)		
5					**PE** TOPICS		St. Rd. Jct. Cape Arago Hwy. S.E. 2.8 mi. (Coos Bay)	0.0	7,000	6,300	700	
5					**ROW**							
5					**CONST** (CODE) TOPICS Y030		"Cape Arago Hwy. - Central Ave. (Coos Bay) Sec."	0.0	100,000	90,000	10,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	107,000	96,300	10,700	
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (29)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

July 14, 1975

(typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Cape Argo Hwy., S.E. 2.8 mi.	**ADT**	7,800	14,700	95	10	Oregon	41	142	38

NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
							HHS-	2680	(1)		

PROJECT NUMBER

I. Projects Only

09) High Hazard Locations

COUNTY NAME: Coos — CODE 011

ROUTE NO. U — FEDERAL-AID 2680 — STATE 243 — U.S. - -

PROGRAM STAGE ☐ 1 OR ☒ 2

Coos Bay

ESTIMATED PROJECT COST BY PHASES

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
St. Rd. Jct. Cape Arago Hwy. S.E. 2.8 mi. (Coos Bay)	0.0	7,000	6,300	700		P.E. all phases; inst. highway lighting.
"Cape Arago Hwy. - Central Ave. (Coos Bay) Sec."	0.0	100,000	90,000	10,000		ROW-80' min.; Access Control-None; Parking restrictions-Partial.
PROJECT TOTALS	0.0	107,000	96,300	10,700		

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48908-P61

CAPE ARAGO HWY.-CENTRAL AVE. (COOS BAY)

PROJECT NO. HHS-2680(1)

Existing Facility: A 56-foot curbed bituminous surfaced roadway accommodating four lanes of traffic.

Project Data: The proposed work is as follows:

1. All phases of preliminary engineering.
2. Install highway lighting.

Right of Way: No additional required.

System Action, Airports, Railroads, Water Development, Historical and Recreational Areas: None involved.

NOTE: North Bend Municipal Airport lies northerly within two miles of the project. The runways are oriented such that the proposed work will not cause any conflict with the operation of the airport.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 7 Clearinghouse A-95 review under working agreements.

Urban Transportation Planning (PPM 50-9): Not applicable as this project will not result in alteration of land-use or traffic flow patterns and therefore should not cause any change in planning completed or underway.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA February 25, 1975.

FHPM 7-7-5 Requirements: Not applicable under "Timesaving Procedures" set forth in FHPM 6-8-2.1.

NOTE: This project is in Congressional District 4.

FORM 81

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

SALEM, OR 97310

May 20, 1975

FROM: L. E. George
Traffic Engineer

TO: L. W. Rulien
Project Management Engineer

SUBJECT: Proposed Project
Section 209
Empire-Coos Bay Highway

Attached is a report for illumination on the Empire-Coos Bay Highway in the City of Coos Bay. This is a newly reconstructed section of highway and the apparent hazard during the hours of darkness makes illumination desirable. At present, there is some existing illumination that is owned by Pacific Power & Light Company. It is proposed that additional illumination be added such that all intersections are illuminated. The existing illumination would be retained.

Please take the necessary action to program this with the Federal Highway Administration as a Section 209 Project of the 1973 Highway Safety Act. The estimated cost of this project would be $100,000.

NOTED
F. B. KLABOE

GE:pb
Attachment

cc: Alfred Shirley, Jr.
Glen Clark

RECEIVED
STATE HWY ENGR
MAY 21 '75
REFER TO
G E G
FOR

Info	Inves	R/D	D/R	Sign	Act	File
✓						✓

agree
Hwy 243
[redacted]

H.S. Cox
Coos Bay

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

March 6, 1973

RECEIVED
COUNTY & CITY SECTION
MAR 9 - 1973
☐ ENGR. ☐ COOR. ☑ CE ☒ RE ☑ UE
☑ UPE ☑ CE ☐ RE ☒ RPE ☐

Mr. J. H. Versteeg
Region Engineer (Region 3)
Oregon State Highway Division
P. O.Box 1128
Roseburg, Oregon 97470

Dear Mr. Versteeg:

Called at city
Request. Glen

Mr. Glenn Clark of your office called concerning the Ocean Boulevard lighting agreement between the City and the State. He informed me that a proposal had been submitted to Salem on the Central to Woodland Drive section in August of last year, but to date no information had been returned to your office from Salem. I suggested that the present proposal be voided and that we submit a new plan to cover Ocean Boulevard from Central Avenue to Newmark Avenue.

I have discussed a proposed lighting plan with our City Manager, Mr. Richard Kahanek, and he has directed that we have Pacific Power and Light Company supply the State with the detailed data and plan that is required for a City-State street light agreement on Ocean Boulevard from Central Avenue to Newmark Avenue. We will review this proposal before it is submitted to your office.

Very truly yours,

Joe A. Schwarm
Joe A. Schwarm
Acting Public Works Director

JAS/mk
cc: Jack Dunham, P.P. & L.

Copy TO L.E. George ✓
H.S. Cox ✓
Bob Sandmann

Cy Cox
Coos Bay (+PP+L)
Illumination
Ocean Blvd
[illegible] – W Hills Blvd Section
Tentative Agree

1859

**OREGON STATE
HIGHWAY DIVISION**

REGION 3 P. O. BOX 1128 ROSEBURG, OREGON 97470 672-6541, EXT. 241

Mr. Harold A. Leedom
City Manager
P. O. Box 1118
Coos Bay, Ore. 97420

August 25, 1972

Dear Mr. Leedom:

This will acknowledge your letter of August 14, 1972 transmitting illumination plans for Ocean Blvd. (Empire-Coos Bay Highway) and requesting a 25% State - 75% City formula.

These plans are being sent to our Salem Office for review and, if the technical details are met, our City-County Section will draw up the necessary agreements and proceed in the usual manner as we have done in the past.

As per your conversation with Mr. Clark of this office, this is to be a project installed and maintained by Pacific Power and Light Company. Therefore, the agreement should cover the monthly or annual unit cost.

Very truly yours,

J H Versteeg
J. H. VERSTEEG
Region Engineer

GLC/cw
cc L. E. George
H. S. Cox
Robert Judson
R. A. Sandmann

RECEIVED
COUNTY & CITY SECTION
AUG 28 1972
☐ ENGR. ☑ COOR. ☑ OE ☑ AE ☒ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

Note
Bud George has copy of plan
Glenn

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

August 14, 1972

RECEIVED
COUNTY & CITY SECTION
AUG 28 1972
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division
P.O. Box 1128
Roseburg, Oregon 97470

Attention: Mr. James H. Versteeg

Dear Mr. Versteeg:

Attached is a map showing the proposed street lighting for Ocean Boulevard from Central Avenue to the vicinity of West Hills Boulevard. Those lights outlined in red are suggested to be installed as a first priority in a continuing street-lighting program, not only along Ocean Boulevard, but throughout the entire city.

The City of Coos Bay would like to enter into an agreement with the Highway Commission for state participation in the cost of these street lights on the 25% state-75% city formula.

Also attached is a sheet showing the design criteria used by Pacific Power and Light in establishing the location and size of lighting fixtures.

If the State staff has technical questions regarding these installations, may I suggest that you contact Mr. Eric Jordahl of the Pacific Power and Light staff for technical details. Other questions can be referred to me.

Very truly yours,

Harold A. Leedom

Harold A. Leedom
City Manager

WB

City With A Future

COOS BAY, OREGON

	CALCULATED		I.E.S. RECOMMENDATIONS:			
LOCATION	MAINTAINED AVERAGE ILLUMINATION	UNIFORMITY	MINIMUM MAINTAINED AVERAGE ILLUMINATION	UNIFORMITY	LAMP SIZE	MOUNTING HEIGHT
Newmark Avenue, Ocean Blvd. to Ackerman Street (Existing Street)	2.6 fc	2.4:1	1.2 fc	3:1	55,000 lumens	35'
Newmark Avenue, Ackerman Street to Hull Street	1.1 fc	2.9:1	0.9 fc	3:1	21,000 lumens	30'
Newmark Avenue, Hull Street to East City Limits	1.0 fc	2.6:1	0.9 fc	3:1	21,000 lumens	30'
Ocean Blvd., Central Avenue to Park Avenue	1.5 fc	2.5:1	1.2 fc	3:1	55,000 lumens	35'
Ocean Blvd., Park Avenue to Lincoln Road	0.75 fc	3.2:1 (Approximate due to curves in roadway)	0.9 fc	3:1	21,000 lumens	30'
Ocean Blvd., Lincoln Road to Approximately 450' West of West Hills Blvd.	0.82 fc	3.6:1	0.9 fc	3:1	21,000 lumens	30'

EAJ 3-10-72

Coos Bay
GC

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 2, 1972

Mr. Harold A. Leedom
City Manager
City of Coos Bay
Post Office Box 1118
Coos Bay, Oregon 97420

Dear Hal:

Your inquiries concerning state highways in the Coos Bay area have been assigned to the appropriate personnel for study and analysis.

In view of the safety aspect, we will get a reply to you at the earliest time possible.

Your interest and cooperation in bringing these matters to our attention is appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
FEB - 2 1972
☑ ENGR. ☑ COOR. ☑ OE ☒ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

FBK:ia

bc George M. Baldwin
Tom Edwards
A. E. Johnson
E. S. Hunter--Please take care of delineators appropriately and advise me of your action.
R. L. Schroeder--Please look into the illumination proposition and rough draft reply. A E Johnson
H. J. Versteeg
H. S. Cox

Nuie

RECEIVED
COUNTY & CITY SECTION
JAN 31 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

CITY OF COOS BAY
P. O. BOX 1118
COOS BAY, OREGON 97420

January 28, 1972

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. Don Harwell - City County Relations

Dear Don:

Several questions.

I am inquiring into the Highway Department policy regarding street lights on State highways in the City of Coos Bay. At the present time Coos Bay contracts with Pacific Power & Light to furnish all street lighting except the new lights in the Mall area, and a few in the Empire district. Under this contract P. P. & L. furnishes fixtures, poles and power, plus maintenance for a monthly fee based on the size of the fixture. My questions are as follows:

1. Would the State participate on street lighting on Ocean Boulevard or other State Highways on such a continuing basis and if so to what degree?

2. Who would do the lighting design?

3. Would the State participate in any underground circuit cost?

4. At the present time the City is considering adding some additional lights on Ocean Boulevard between Central and Woodland Drive. Will these lights require State approval?

In addition we are becoming more and more concerned about the fact that under conditions of fog or rain the curbs are not visible along Ocean Boulevard from Central to Woodland Drive. Would it be possible to have reflectorized posts installed along the curb lines to make the edge of the street more visible? Along this same vein the curb line at the intersection of Butler Road and Ocean Boulevard causes some problems on occasion, especially during times of poor visibility, because it is not

City With A Future

readily apparent where the intersection to Butler Road is. Would it be possible to install yellow reflectors or some other way of delineating the curb line at that location to show motorists where they are supposed to drive?

If you have any questions about my questions please let me know.

Very truly yours,

Harold A Leedom

Harold A. Leedom
City Manager

HAL/tw

cc: Kla [illegible]

8382 Powers (Fir St.) 1976
City Street
(Paving)

C & A 5468 10-15-75

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Powers
P. O. Box 250
Powers, Oregon 97466

Attention of Ms. Lillian Y. Ross
City Recorder

Request No. (assigned by staff engineer or head of section) cc-1724

Date April 8, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Powers (Fir Street) Section
Special City Allotment Project
Contract No. 8382
Covered by Agreement Dated 10/9/75

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit		$2,350.00
		As Per Attached Statement		
		Final Cost	$24,807.32	
		Agreed State's Share	24,807.32	
				.00
		Balance Due City		$2,350.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $2,350.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
G. N. Hopkins Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DEPARTMENT

Date April 8, 1977

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1976

Contract # 8382 Prefix 306-1724 Survey Prefix 306-1407

Street Fir Street

City Powers

Payments to Contractor (see attached voucher)	$ 21,937.55*
Engineering and Contingencies	2,869.77
Survey: Total $2,851.45 Prorated Share	--
TOTAL	$24,807.32
Agreed State Share	$24,807.32
Agreed City Share	--
City Advance Deposit	$ 2,350.00
Amount Due City	$ 2,350.00

Reference: Outside Billing cc-1724

*Includes $9.87 interest.

```
DATE JOB COST SUMMARY                                                     FEBRUARY 1977          PAGE 379
                                                                               FISCAL            GRAND TOTAL
ON OF JOB OR DEPARTMENT       PREFIX       FUNCTION  GP  CURRENT MONTH     YEAR TO DATE           TO DATE
                                           ** JOB TOTALS **                **                **   8,343.38  **

RTON-PROGRESS ST FORCES     134   1628      276     01                                              4,415.34
                                           ** JOB TOTALS **                **                **   4,415.34  **

                            536   1609      900     00                                                267.51
                                           ** JOB TOTALS **                **                **     267.51  **

                                    MAJOR CLASS 16 TOTALS                         48,819.86        546,114.27

NE  DUCTION FUND-PUC        099   1799      205     00      6,829.69          14,415.93CR        14,415.93CR
                            099   1799      283     00     12,644.03CR       199,891.65         249,133.72
                            099   1799      283  -  49                            92.75             125.99
                                           ** JOB TOTALS **  5,814.34CR**    185,568.47  **    [illegible]  **

 GRANT STRS(CANBY)          303   1719      201     00                         4,192.63          47,267.33
                            303   1719      203     00                            50.00CR         1,550.00CR
                            303   1719      203     00 R                       1,550.00           1,550.00
                            303   1719      204     00                         3,042.17
                            303   1719      206     00                             7.62               7.62
                            303   1719      295     00                        29,510.79          29,510.79
                            303   1719      296     00                        29,510.79CR        29,510.79CR
                            303   1719      900     00                           234.48           7,112.15
                            303   1719      900     01                                              123.69
                                           ** JOB TOTALS **                **  8,046.90  **      54,510.79  **

COND AVE-ESTACADA           303   1720      282     00                        25,000.00          25,000.00
                                           ** JOB TOTALS **                ** 25,000.00  **      25,000.00  **

OOSE  SE SECOND STREET)     305   1712      201     00                                           17,955.99
                            305   1712      206     00                                                8.60
                            305   1712      295     00                                            2,056.50
                            305   1712      296     00                                            2,056.50CR
                            305   1712      900     00                                            2,061.94
                                           ** JOB TOTALS **                **                **  20,026.53  **

T SECT POWERS CITY ST       306   1724      201     00                        22,527.68          22,527.68
                            306   1724      203     00                           600.00CR           600.00CR
                            306   1724      204     00      1,096.38
                            306   1724      206     00          9.87               9.87               9.87
                            306   1724      900     00         54.74           2,838.95           2,959.03
                            306   1724      900     00 &                          10.74              10.74
                                           ** JOB TOTALS **  1,160.99  **     24,787.24  **      24,907.32  **

LE POINT RW RIGHT OF WAY    306   1725      240     00                        12,500.00          12,500.00
                                           ** JOB TOTALS **                ** 12,500.00  **      12,500.00  **
```

2-77

Form 81-734-1022 (Rev. 9-72)

FISCAL YEAR

[illegible]

OREGON STATE HIGHWAY DIVISION

DISBURSEMENT VOUCHER

30613

	VOUCHER DATE	TOTAL AMOUNT
Kimball Construction Inc. P.O. Box 94 Medford, OR 97501	2-15-77	$ 1,106.25

		$
2-17-77	Principal	1,096.38
	Interest from 1-22-77 thru 2-17-77	9.87

kf

FOR PAYMENT OF ACCOUNTS INCURRED BY THE STATE HIGHWAY DIVISION BY AUTHORITY OF ORS 366.435

R

CHECKED - Acctg. Control

This Space for Use of Accounting

February 17, 1977

ice No.

No. Contract 8382

Kimball Construction Inc.
PO Box 94
Medford, OR 97501

Principal - $1,096.38

Interest from January 22, 1977 through February 17, 1977, inclusive.

27 days @ $0.36546 per day = $9.87.

R. J. Hacek
Accounting Systems Officer

JK:njc

CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
FEDERAL AID PROJECT NO.		

RICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
0.0000	100.000	2000.00	2000.00
1.5000	2,037.800	3056.70	3056.70
0.0000	40.750	4075.00	4075.00
4.5000	2,037.800	9170.10	9170.10
5.0000	80.000	1200.00	1200.00
2.0000	15.490	185.88	185.88
3.4000	631.000	2145.40	2145.40
5.0000	136.920	694.60	694.60
0.0000-	34.000	1700.00-	1700.00-
0.0000	22.000	1100.00	1100.00
AGE			
EPOSIT			
OTAL CONTRACT ITEMS		21927.68	21927.68
ED ON CONTRACT ITEMS			1096.38
FORCE ACCOUNT			
TOTAL PAYMENTS			

Principal - $1,096.38

Interest from January 22, 1977 through February 17, 1977, inclusive.

27 days @ $0.36546 per day = $9.87.

R. J. Hacek
Accounting Systems Officer

JK:njc

CONTRACT NO.
ESTIMATE NO. 5
PREFIX NO'S.
FEDERAL AID PROJECT NO.

RICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
0.0000	100.000	2000.00	2000.00	
1.5000	2,037.800	3056.70	3056.70	
0.0000	40.750	4075.00	4075.00	
4.5000	2,037.800	9170.10	9170.10	
5.0000	30.000	1200.00	1200.00	
2.0000	15.490	185.88	185.88	
3.4000	631.000	2145.40	2145.40	
5.0000	136.920	694.60	694.60	
0.0000-	34.000	1700.00-	1700.00-	
0.0000	22.000	1100.00	1100.00	
OTAL CONTRACT ITEMS		21927.68	21927.68	
ED ON CONTRACT ITEMS			1,096.38	1,096.38
FORCE ACCOUNT				
TOTAL PAYMENTS				

OREGON STATE HIGHWAY DIVISION

CONTRACT PAYMENT VOUCHER

734-1620

COUNTY	[illegible]
CONTRACT NO.	[illegible]2
ESTIMATE NO.	5
PREFIX NO'S.	
HIGHWAY	CITY STREET
FEDERAL AID PROJECT NO.	
SECTION	[illegible] (... STREET)

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
GENERAL EXCAVATION	LUMP SUM	2000.0000	100.000	2000.00	2000.0
LIME TREATED SUBGRADE	SQ YDS	1.5000	2,037.800	3056.70	3056.7
LIME FOR TREATED SUBGRADE	TONS	100.0000	40.750	4075.00	4075.0
CL B OR CL C ASPHALT CONC [illegible] INCHES THICK	SQ YDS	4.5000	2,037.800	9170.10	9170.1
12-INCH CULVERT PIPE	LIN FT	15.0000	80.000	1200.00	1200.0
4-INCH CONCRETE SURFACING	SQ YDS	12.0000	15.490	185.88	185.8
CONCRETE CURBS	LIN FT	3.4000	631.000	2145.40	2145.4
ASPHALT DRIVEWAYS	SQ YDS	5.0000	138.920	694.60	694.6
ADJUSTMENT ITEMS					
LIQUIDATED DAMAGES	DAY	50.0000-	34.000	1700.00-	1700.0
LIQ DAM TIME EXT APPROVED 11-14-7	DAY	50.0000	22.000	1100.00	1100.0

TOTAL CONTRACT ITEMS	21927.68	21927.
% RETAINED ON CONTRACT ITEMS		1096.3
FORCE ACCOUNT		
TOTAL PAYMENTS	21,927.68	20,83

...77

No. 26852

REW/em

F.D. Morrison

ER

COUNTY [illegible]	CONTRACT NO. [illegible] 2	ESTIMATE NO. 5
HIGHWAY CITY STREET	FEDERAL AID PROJECT NO.	
SECTION [illegible] (FIR STREET)		

PREFIX NO'S.

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
E	SQ YDS	1.5000	2,037.800	3056.70	3056.70	
[illegible]ADE	TONS	100.0000	40.750	4075.00	4075.00	
CONC 3 INCHES THICK	SQ YDS	4.5000	2,037.800	9170.10	9170.10	
	LIN FT	15.0000	80.000	1200.00	1200.00	
CI[illegible]	SQ YDS	12.0000	15.490	185.88	185.88	
	LIN FT	3.4000	631.000	2145.40	2145.40	
	SQ YDS	5.0000	138.920	694.60	694.60	
	DAY	50.0000-	34.000	1700.00-	1700.00-	
[illegible]VED11-19-7[illegible]	DAY	50.0000	22.000	1100.00	1100.00	

GROSS RETAINAGE

T[illegible]

TOTAL CONTRACT ITEMS	21927.65	21927.65	
% RETAINED ON CONTRACT ITEMS		1,096.38	1,096.38
FORCE ACCOUNT			
TOTAL PAYMENTS	21,027.65	20,831.[illegible]	[illegible]

1382 13

January 26, 1977

U. S. Fidelity & Guaranty Co.
520 S.W. 6th Ave.
Portland, OR 97204

Gentlemen:

On January 18, 1977, we wrote to you concerning release of final payment on Contract No. 8382 awarded to Kimball Construction, Inc., for work on Fir Street in Powers, Coos County.

Final payment on this contract is $1,096.38 and the total contract amount is $21,927.68. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr

cc Kimball Construction, Inc.
P. O. Box 94
Medford, OR 97501

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
A. Shirley

1-19

TOTAL TO DATE JOB COST SUMMARY

12-76

8382 45

FINAL REPORT

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Powers (Fir Street)

WEEK ENDING: December 18, 1976

SECTION PREFIX: 306-1724

HIGHWAY: City Street

COUNTY: Coos

NAME OF JOB: Powers (Fir Street)

KIND OF WORK: Grade and Pave

CONTRACTOR: Kimball Construction, Inc.

CONTRACT NUMBER: 8382

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: July 8, 1976

DATE WORK STARTED: August 31, 1976

ESTIMATED COMPLETION DATE: October 22, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION 0

SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: work 50

WORK DAYS USED / CALENDAR DAYS USED: work 84

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 168

PROJECT AUTHORIZATION: $ 26,898.34

EXCLUSIVE OF ENGINEERING: $ 24,549.14

ENGINEERING AUTHORIZATION: $ 2,349.20

This Week 78.98

ENGINEERING COST TO DATE: $ 2,403.98

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 20,827.68

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN 15.2 %

PERCENT OF AUTHORIZATION: 102 %

DATE PROJECT WAS COMPLETED: October 22, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.06	0.06			0.06
MILES PARTIALLY COMPLETED	0	0			0
MILES COMPLETED	0.06	0.06			0.06
TOTAL ESTIMATED QUANTITIES (CONTRACT)	All	2,120			2,370
TOTAL QUANTITIES CORRECTED TO DATE	All	2,037.8			2,176.7
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	All	2,037.8			2,176.7
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY.	CAUSE OF DELAY.
SUNDAY	12	Clear	0		
MONDAY	13	Clear	0		
TUESDAY	14	Clear	0		
WEDNESDAY	15	Cloudy	0		
THURSDAY	16	Fog AM, Clear PM	0		
FRIDAY	17	Fog AM, Clear PM	0		
SATURDAY	18		0		

Routing
Keasey RECEIVED Richards
Bond Glenn
Jackmond DEC 20 1976 Berg
Harwood
Johnson CONSTRUCTION
Walker SECTION

RECEIVED
DEC 28 1976
BRIDGE SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	
MONDAY 13	The Job is completed.
TUESDAY 14	
WEDNESDAY 15	
THURSDAY 16	
FRIDAY 17	
SATURDAY 18	

REMARKS

The Project is completed. The Semi-final Estimate was submitted 12-14-76 to the Region Office. This is the last Weekly Report.

SIGNED H.D. Morrison LOCATION Coquille
Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

November 19, 1976

Kimball Construction, Inc.
P. O. Box 94
Medford, OR 97501

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8382 for work on the Fir Street (Powers) project in Coos County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 22 days is granted, leaving 12 days' liquidated damages in effect. This is for delay in rescheduling paving while the lime treated subgrade adequacy was reviewed.

In effect, this extends the contract time to September 30. It appears the project could have been completed by that date had the subgrade problem not developed.

If you have any further questions on this, you may contact the Resident Engineer, the Roseburg Region Office, or the Construction Engineer.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8382

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 17, 1976

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Powers (Fir St.) Section
Contract No. 8382
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Kimball Construction, Inc. requests a 35-day time extension because the lime treated subgrade did not set up as expected and intended, interrupting the contractor's progress and conflicting with his paving schedule for another project. Some pertinent dates are:

Bids opened	6-24-76	(1 bidder, 4.4 percent under estimate)
Contract sent	7-19-76	
Time count start	7-30-76	(50 calendar workdays allowed)
Contractor started work	8-31-76	(31 days of contract time already elapsed)
50 days allowed expired	9-18-76	(Project 40 percent completed)
First lime treatment work	9-23-76	
Project paved and completed	10-22-76	(34 days liquidated damages at $30 per day)

You will note the contractor started work late. The project included 630 feet of curbs and some drainage work and a little excavation, so that 5 days liquidated damages had already accrued when the first lime treatment was performed on September 23. The plan called for three inches of A.C. directly over the lime treated subgrade. Even though earlier samples of the subgrade material had indicated a good reaction with lime, the results on the grade were not as expected. The grade stayed wet and was reworked, and samples were delivered to the laboratory to analyze. The contractor was subsequently instructed to proceed with the paving on October 6, but by then his paving plant was committed on the Broadbent Section and he did not return to the subject project until October 22 and completed the paving in the one day.

The Resident Engineer recommends 14 days extension for the actual direct delay on the subgrade from September 23 to October 7. The Region recommends an additional 5 days for rescheduling the paving work. I note that after the lime treatment work started on September 23, the contractor still worked 2 days the following week on remaining curb and sidewalk ramps, so that all work was completed except the delayed A.C. paving by Wednesday, September 29. Allowing one more day for the paving (as it was actually performed later) means the project could presumably have been done by September 30 with 12 days liquidated damages assessed had there been no review of the adequacy of the limed subgrade. I believe this is a little better basis than the arbitrary allowance of 5 days for rescheduling the paving. I therefore recommend a 22 day time extension, leaving 12 days liquidated damage in effect. This is a State City Allotment prohect. A rough draft letter to the contractor on this basis is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
NOV 18 '76
REFER TO
FOR
Act
Sign
D/R
R/D
Inves
Info

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8382 Contractor [illegible] Inc.

Highway City Street

Section Powers (Fir Street)

Kind of Work Grade & Pave

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 22-day time extension of contract time due to the lime treated subgrade not setting up as expected and intended, interrupting the contractor's progress and conflicting with his paving schedule.

Recommended for Approval:

J. X. Wilson
Division Engineer

John A. Boyd
for Construction Engineer or Bridge Engineer

E S Hunter
~~Deputy~~ State Highway Engineer

Contract No. 8382

Project designation State
State-Federal

Date awarded July 8, 1976

Work started August 31, 1976

Per cent completed 100 Oct. 22, 1976
Date

No. of Workdays Allowed 50

No. of Workdays Used 84

No. of Added Workdays Requested 34

SP-6086-734

E-380 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 18, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 50 days to 85 days, within which to complete our Contract No. 8382, without the assessment of liquidated damages. The said contract is described as follows: Grading, Curbs, Lime Treatment and Paving.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:
Lime was applied to the soil on September 23, 1976. The following day we planned to pave and complete the project. Due to the soil non-reactivity, the Lime did not set appreciable for ten days. Our paving plant then was producing CTB for the Broadbent job and it seemed imperative that we complete that portion. No inconvenience has been caused to the public because of the delay.

Respectfully submitted,

Kimball Construction, Inc.
Contractor

By

CONSENT OF SURETY

Date October 22, 1976

We, UNITED STATES FIDELITY & GUARANTY COMPANY

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Patricia Cellers
Attorney-in-fact
Patricia Cellers
TROMP & MCKINLEY INSURANCE
BY: Patricia Cellers
Resident Agent

(SEAL)

SCA-76

July 21, 1976

Ms. Lillian Ross
City Recorder
City Hall
P.O. Box 250
Powers, OR 97466

Dear Ms. Ross:

Enclosed for your records is a set of the plans and contract for the Special City Allotment project on Fir Street.

This contract was awarded to Kimball Construction Inc. on July 9, 1976.

In accordance with the plans it shall be the responsibility of the city to remove existing pipes, adjust manholes and remove P. C. concrete curb. Also on page 3 of the Special Provisions, Section 104 the city shall furnish, place and maintain all detour signs and Section 105, city will arrange for removing or adjusting of utilities.

Please feel free to contact this office if you have any questions.

Very truly yours,

for Richard Unrein
Urban Engineer
County-City Unit

FFH:dp

Encl.

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

[illegible] Powers SCA

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
July 12, 1976

FROM: D. N. Harwell DN Harwell
County-City Engineer

SUBJECT: 1st St. (SCA) Project
Broadbent Sect., Powers Hwy.
City of Powers

TO: MEMO TO THE FILES

SCA

I met with Mr. Frank Morrison, Resident Engineer for the State in Coquille, on June 30. We discussed various projects to be undertaken and administered by Mr. Morrison and his staff.

He will be overseeing the First Street project in Powers should Powers decide to go ahead. I might mention that Powers, just the night before, lost their budget election; therefore the $2,300 due the State by the city appears to be somewhat in jeopardy. (Money received 7-9-76)

X-ref's A&K Hwy 242 Coos Co

Morrison also indicated he would be desirous of receiving maps which Purl Arensmeier has been working on relative to the Broadbent Section of the Powers Highway as to the disposition to be made of portions of the old alignment as a project is completed. I might mention here that it appears the project will be completed this October (a year early) although the contract time limit is October 1977.

7-19-76 [illegible] A

DNH:ljt

cc: Region 3 (Glen Clark)

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ■ UE
☑ LPE ☐ CE ☐ RE ☑ RPE ☐

SCA '76
Powers

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 28, 1976

Lillian Ross
City Recorder
City of Powers
City Hall
P.O. Box 250
Powers, OR 97466

RE: 1976 Special City Allotment Project
Fir Street

Dear Ms Ross:

Bids were received on the subject project June 24, 1976. There was one bidder, with the low bid being submitted by Kimball Construction, Inc. of Medford.

The following data is to substantiate the amount of advance deposit we are requesting from the City.

Contractor's Bid	$23,492.00
Engineering and Contingencies	3,406.34
	$26,898.34
Estimated City's Portion	181.36
	$27,079.70
Less SCA Funds	24,756.34
City's Share of Costs (Concrete Curbs)	$ 2,323.36
Required Advance Deposit (Rounded)	$ 2,350.00

190 6
300
1000 00
[illegible]

RECEIVED
OSHD FINANCE BRANCH
Check # 9055 Amt. $2,350.00
By CR Date 7-8-76
For 1976 SCA on Fir St

RECEIVED
COUNTY & CITY SECTION
JUL 8 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

The contract for this project will be awarded upon receipt of the City's advance deposit. Please make your check in the amount of $2,350 payable to the Oregon State Highway Division and FORWARD IT TO County-City Unit, 203 State Highway Bldg., Salem, Oregon 97310.

Very truly yours,

F. Hillebrandt

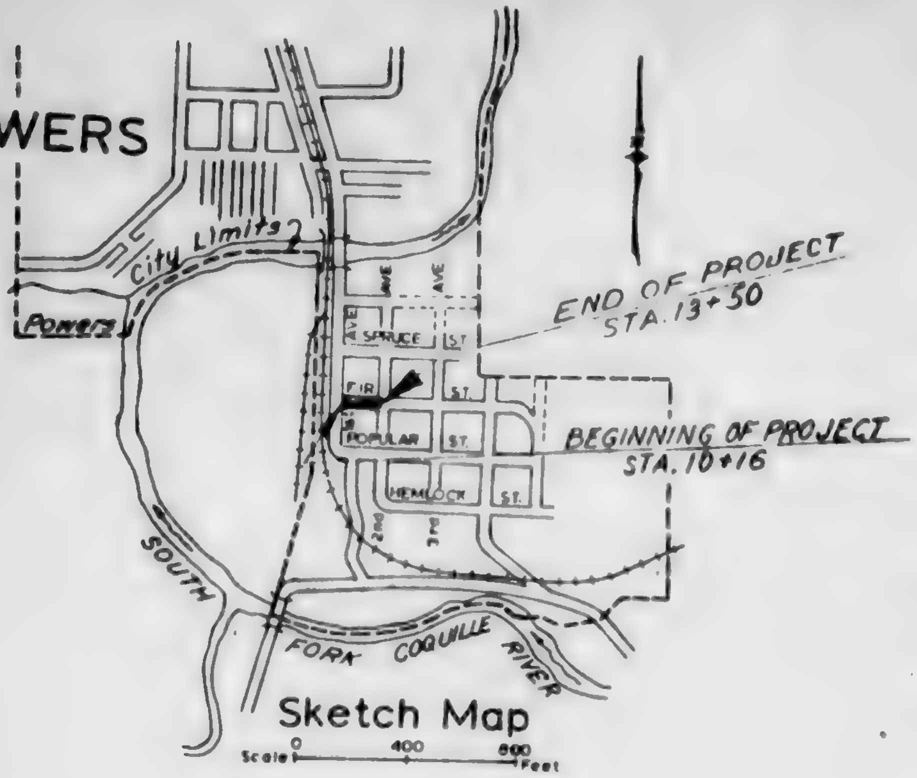
Richard Unrein
Urban Engineer
County-City Unit

FFH:dp

No R/W Map

5-24-74

POWERS


Powers
City Limits
SPRUCE ST.
FIR ST.
POPULAR ST.
HEMLOCK ST.
AVE
AVE
2nd
3rd
END OF PROJECT
STA. 13+50
BEGINNING OF PROJECT
STA. 10+16
SOUTH FORK COQUILLE RIVER
Scale
0
400
800
Feet

Sketch Map

① Sta. 10+25
Inst. 12" Culv. Pipe - 80'
Aggregate Backfill Matl. - 20 C.Y.
Tr. Exc. - 22 C.Y.
(For Installation Details, See Below)

② Const. Type A-1 Dwys. - 5 (Total)
Drg. No. 2077

③ Remove Extg. Pipes (By Others)

④ Sta. 11+88
Adjust Manhole (By Others)

⑤ Const. Type "C" Curb
Drg. No. 2077

⑥ Remove P.C. Conc. Curb (By Others)

⑦ Const. P.C. Conc. Walk
Thkn. - 4"

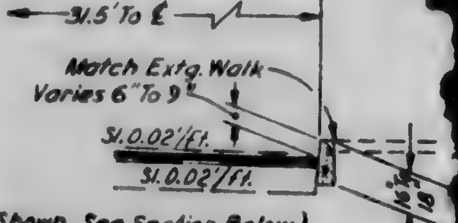
⑧ Const. Sidewalk Ramps - 2 (Total)
Drg. No. 2077

PIPE DATA:
12 Inch Culv. Pipe Fu
(Annular Or Helical
Thick, Or Galv. Iron
Coated Pipe, With
Drg. Nos. 20W B

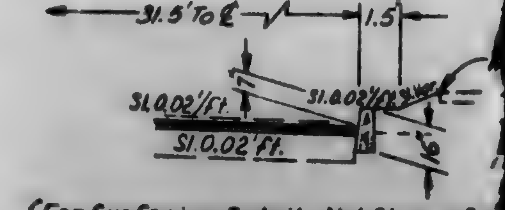
SUMMARY

ITEM	UNIT	QUANTITY

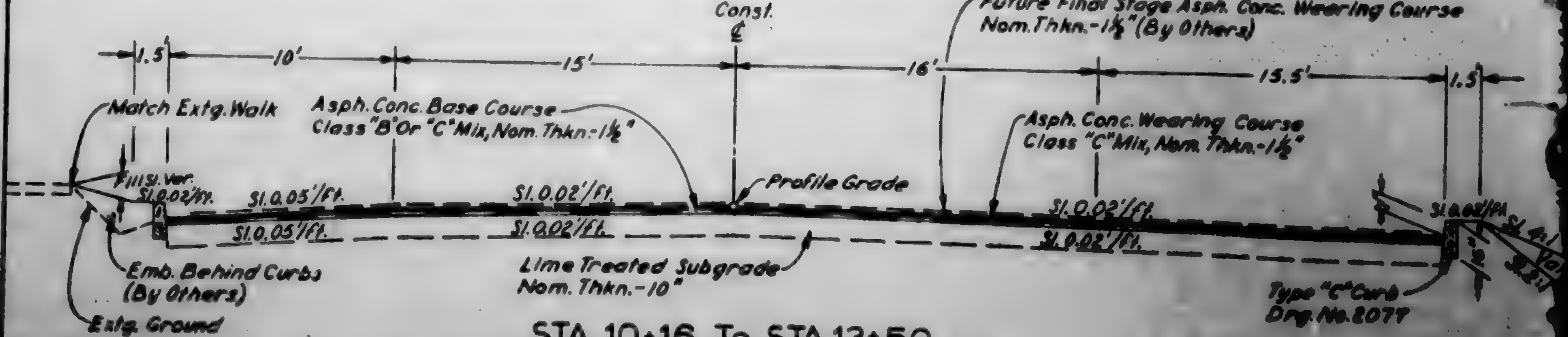
PRELIMINARY COPY
SUBJECT TO CHANGE


31.5' To ℄
Match Extg. Walk
Varies 6" To 9"
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
16"
18"

(For Surfacing Details Not Shown, See Section Below)
STA. 12+00 To STA. 13+50


31.5' To ℄
1.5
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
16"

(For Surfacing Details Not Shown, See
STA. 10+87 To STA. 11


Const. ℄
1.5
10'
15'
16'
15.5'
1.5
Match Extg. Walk
Asph. Conc. Base Course Class "B" Or "C" Mix, Nom. Thkn. - 1½"
Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. - 1½" (By Others)
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. - 1½"
1:1 Sl. Var.
Sl. 0.02'/Ft.
Sl. 0.05'/Ft.
Sl. 0.05'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Profile Grade
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Emb. Behind Curbs (By Others)
Extg. Ground
Lime Treated Subgrade Nom. Thkn. - 10"
Type "C" Curb Drg. No. 2077
16"

STA. 10+16 To STA. 13+50

Cole, Singer, Casselman

Sta. 10+25
Inst. 12" Culv. Pipe - 80'
Aggregate Backfill Matl. - 20 C.Y.
Tr. Exc. - 22 C.Y.
(For Installation Details, See Below)

Const. Type A-1 Dwys. - 5 (Total)
Drg. No. 2077

Remove Extg. Pipes (By Others)

Sta. 11+88
Adjust Manhole (By Others)

Const. Type "C" Curb
Drg. No. 2077

Remove P.C. Conc. Curb (By Others)

Const. P.C. Conc. Walk
Thkn. - 4"

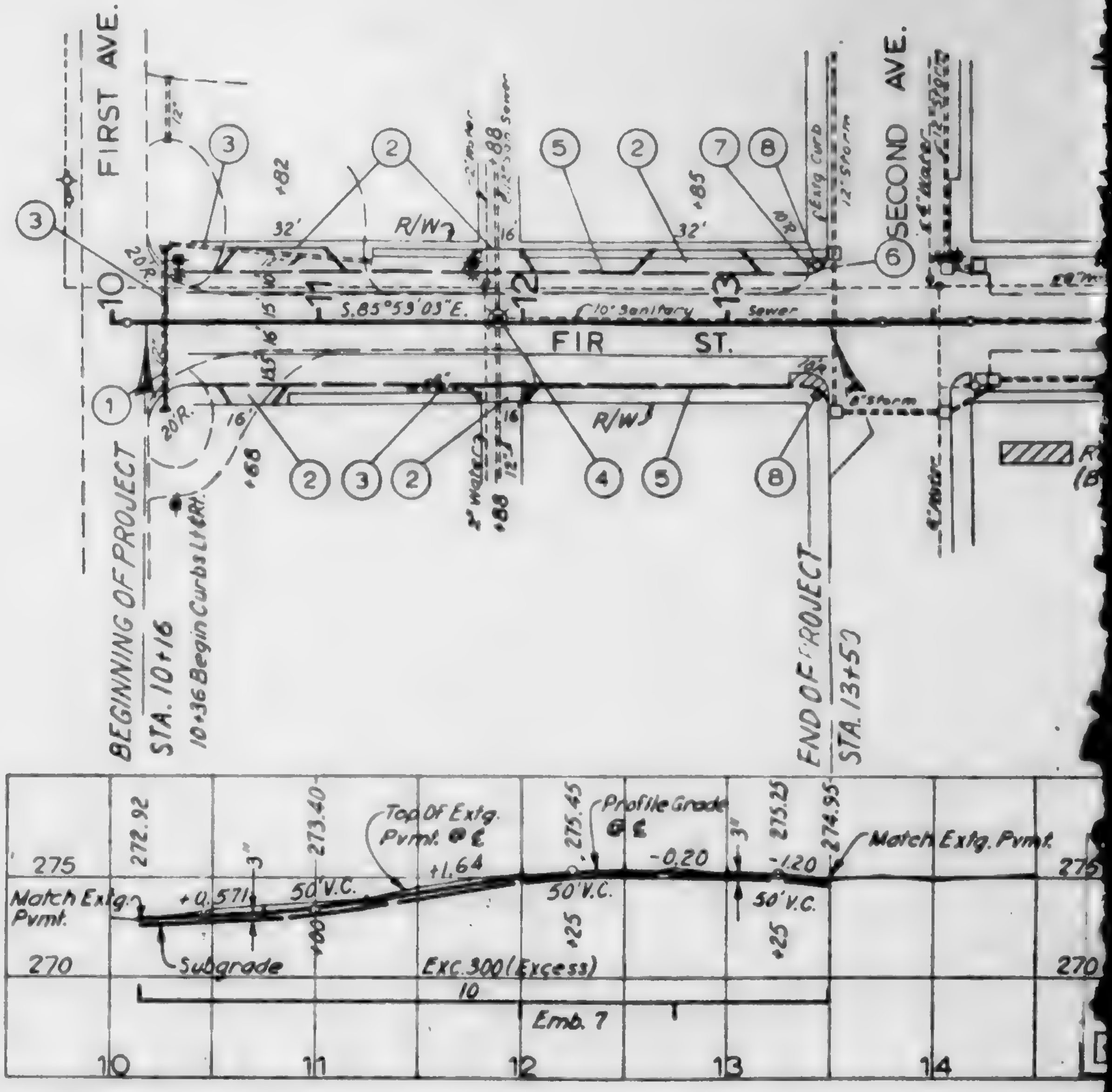
Const. Sidewalk Ramps - 2 (Total)
Drg. No. 2077

PIPE DATA:
12 Inch Culv. Pipe Furnished Shall Be Corrugated (Annular Or Helical) Metal (Aluminum, 0.075" Thick, Or Galv. Iron Or Steel 0.079" Thick) Type A Coated Pipe, With 3:1 Sloped Ends.
Drg. Nos. 2091 B & 2112

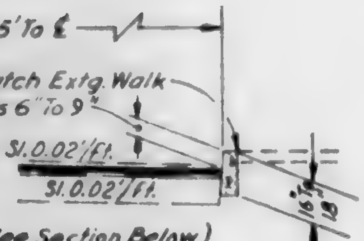
Sec.13, T. 31 S., R. 12 W., W.M.
POWERS

OREGON STAT
POWERS (FI

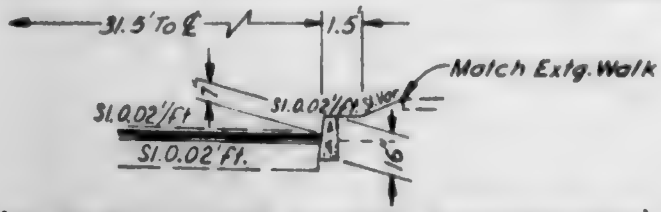
FED ROAD Div. No.	STA
10	OREG


FIRST AVE.
SECOND AVE.
FIR ST.
S.85°53'03"E.
10" Sanitary Sewer
R/W
32'
20'R.
16'
12'
+82
+85
+68
+88
2" Water
12" Storm
6" Storm
Extg. Curb
10'R.
10
11
12
13
① ② ③ ④ ⑤ ⑥ ⑦ ⑧
BEGINNING OF PROJECT
STA. 10+16
10+36 Begin Curbs Lt & Rt.
END OF PROJECT
STA. 13+53
275
270
272.92
273.40
275.45
275.25
274.95
Match Extg. Pvmt.
+0.571
+1.64
-0.20
-1.20
50' V.C.
3"
Top Of Extg. Pvmt. @ ℄
Profile Grade @ ℄
Subgrade
Exc. 300 (Excess)
10
Emb. 7
+00
+25
14

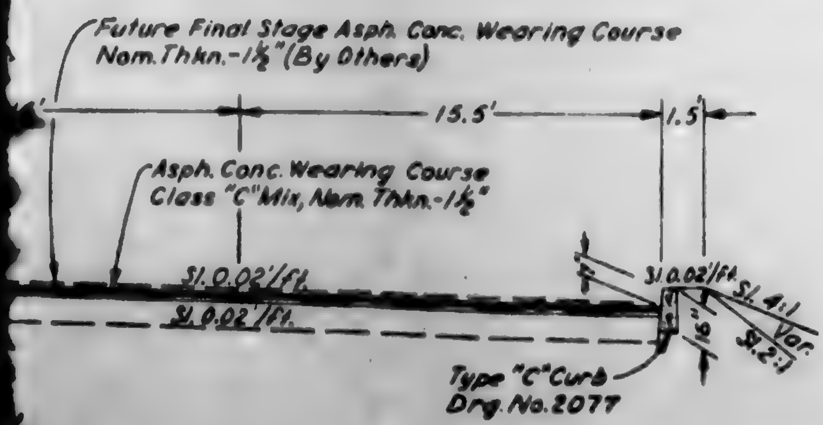
ELIMINARY COPY
UBJECT TO CHANGE

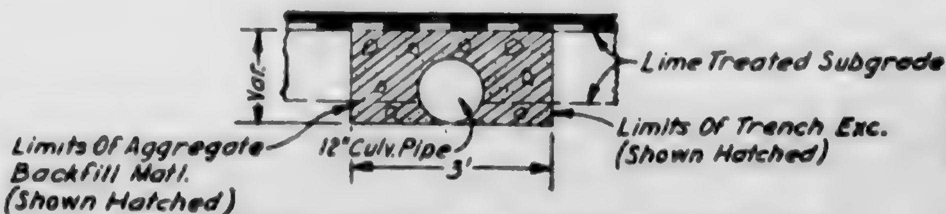

31.5' To ℄
Match Extg. Walk
Varies 6" To 9"
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
16"
18"

(For Surfacing Details Not Shown, See Section Below)
STA. 12+00 To STA. 13+50


31.5' To ℄
1.5'
Match Extg. Walk
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. Var.
Sl. 0.02'Ft.
16"

(For Surfacing Details Not Shown, See Section Below)
STA. 10+87 To STA. 11+80


Future Final Stage Asph. Conc. Wearing Course Nom. Thkn. - 1½" (By Others)
15.5'
1.5'
Asph. Conc. Wearing Course Class "C" Mix, Nom. Thkn. - 1½"
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 0.02'/Ft.
Sl. 4:1
Var.
Sl. 2:1
16"
Type "C" Curb Drg. No. 2077


Var.
Lime Treated Subgrade
Limits Of Aggregate Backfill Matl. (Shown Hatched)
12" Culv. Pipe
3'
Limits Of Trench Exc. (Shown Hatched)

SHALLOW PIPE INSTALLATION DETAILS

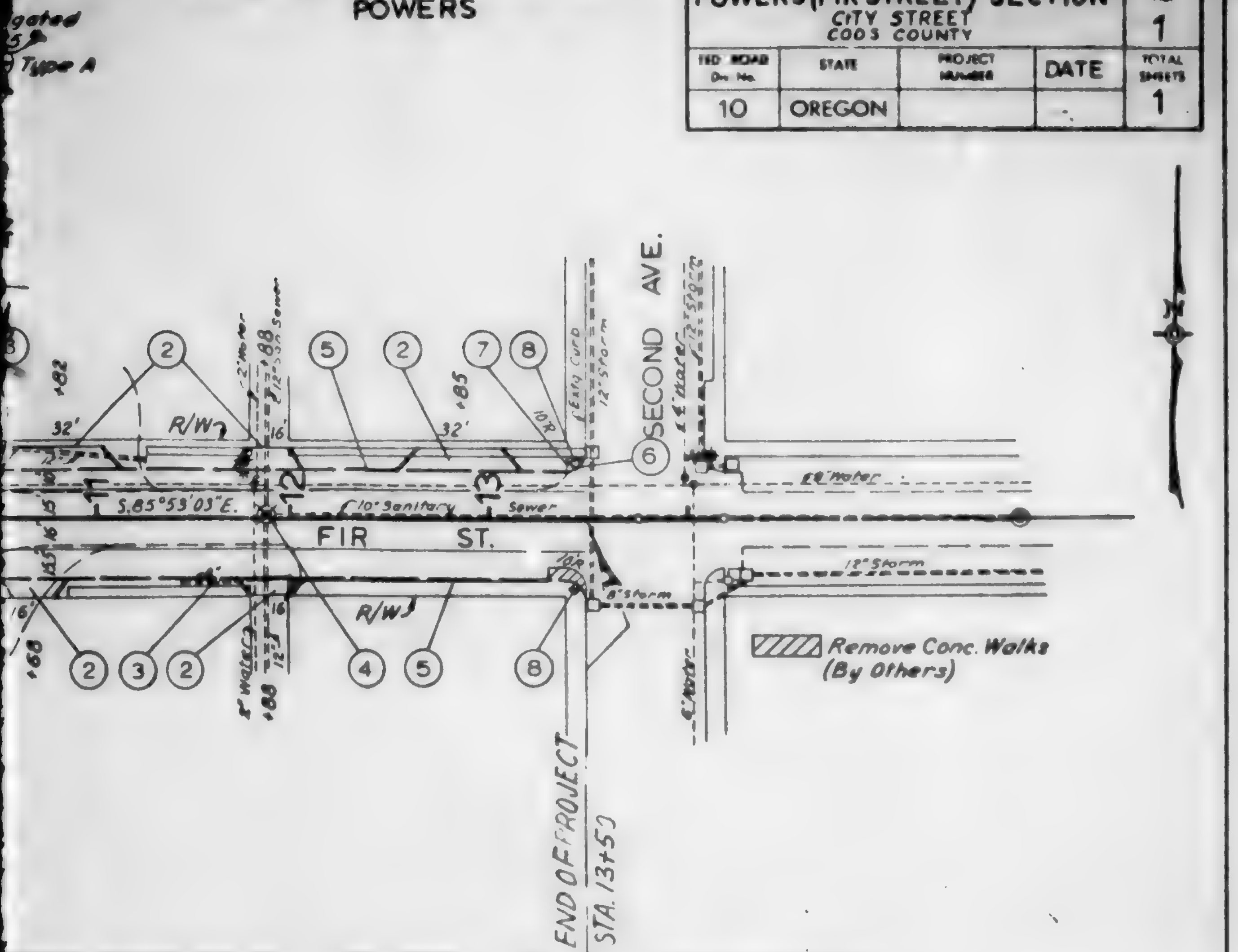
(For Surfacing Details Not Shown, See Section Left)
(For Location, See Plan)

APPR
CITY
BY M
BY R
DAT

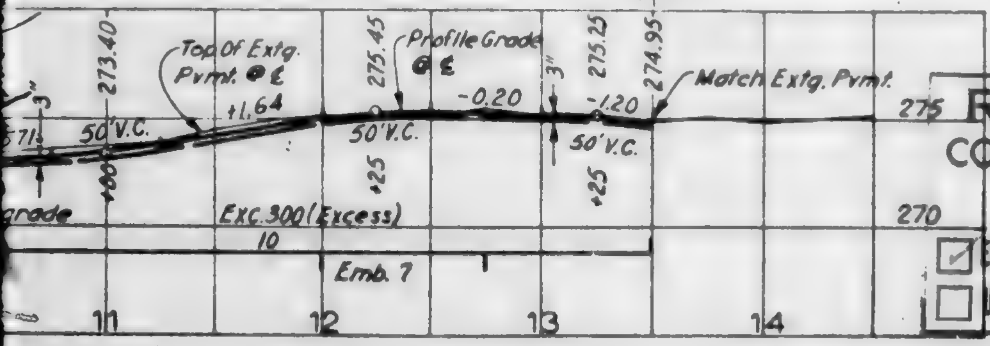
5-1

Sec.13, T.31 S., R.12 W., W.M.
POWERS

OREGON STATE HIGHWAY DIVISION GRADING & PAVING POWERS (FIR STREET) SECTION CITY STREET COOS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
10	OREGON			1



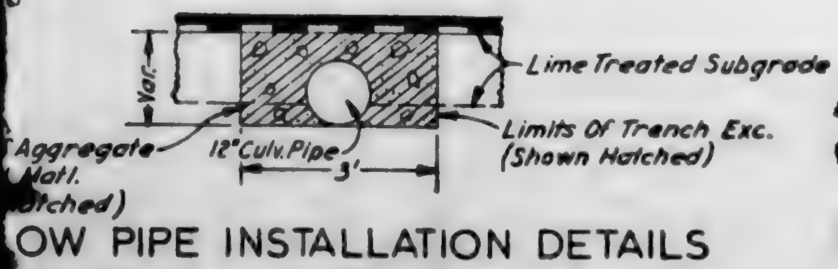
gated
Type A
N
SECOND AVE.
FIR ST.
S.85°53'05"E.
10" Sanitary Sewer
12" Storm
8" Storm
8" Water
R/W
32'
16'
11
12
13
+82
+85
+88
+68
10.8
Extg. Curb
12" Storm
2" Water
12" Sanitary Sewer
② ⑤ ② ⑦ ⑧ ⑥
② ③ ② ④ ⑤ ⑧
Remove Conc. Walks (By Others)
END OF PROJECT
STA. 13+53



273.40
275.45
275.25
274.95
Top Of Extg. Pvmt. @ ℄
Profile Grade @ ℄
Match Extg. Pvmt.
+1.64
-0.20
-1.20
3"
50' V.C.
50' V.C.
50' V.C.
+00
+25
+25
grade
Exc. 300 (Excess)
10
Emb. 7
275
270
11
12
13
14

RECEIVED
COUNTY & CITY SECTION
MAY 26 1976
☑ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ JE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PRELIMINARY COPY
MAY 7 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT



Var.
Lime Treated Subgrade
Aggregate Matl. (Hatched)
12" Culv. Pipe
3'
Limits Of Trench Exc. (Shown Hatched)

OW PIPE INSTALLATION DETAILS
or Surfacing Details Not Shown, See Section Left)
(For Location, See Plan)

APPROVED
CITY OF Powers
BY MAYOR
BY RECORDER Lillian [illegible]
DATE May 24-76

BEN GIFFORD

Section *Powers (Fir Street)*

Programming Estimate $ *28,000*

Highway *City Street*

Project Length *0.06 mile*

County *Coos*

Completion Time

Kind of Work *Grading & Paving*

Prefix *306-1407*

FA Project No. —

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ *24,522.50*

Anticipated Additional Items:
- Royalty Payment
- Building Permit Fees
- Slide Correction
- Railroad Protective Costs
- Other Railroad Costs
- Permanent Signing
- Permanent Pavement Striping
- Stage Construction Striping
- Temporary Erosion Control
- Install Truck Scale Mechanism
- Truck Scale House
- Install Temporary Traffic Signals
- Install Water Meter
- Furnish Water
- Laboratory Fees
- Furnish Mail Box Posts
- Pipe Bedding Materials
- On the Job Trainees
- State Responsibility for Damages
- Signal Controller Testing
- Bikeway Signs
- Adjust Utilities
- Misc. Permit Fees

$ *0*

	$ *24,522.50*
Contingencies (4-1/2%)	*1,103.51*
Engineering (*10* %)	*2,452.25*
SUBTOTAL	$
Credit for	
Estimated Net Authorization, Construction	$ *28,078.26*

OREGON STATE HIGHWAY DIVISION
SUMMARY—BID SCHEDULE—COST ESTIMATE

Sheet 1 of 1
Date 20 May 76

Section Powers (Fir Street)
County Coos
Kind Of Work Grading & Paving
Length 0.06 mi.
Name Butler

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
	General Excavation		Lump Sum	All Spec.		1650^{00}
	Lime Treated Subgrade		Sq. Yd	2120	1^{50}	3180^{00}
	Lime for Treated Subgrade		Ton	40	80^{00}	3,200^{00}
	Class "B" or Class "C" Asphalt Concrete, 3 inches thick		Sq. Yd.	2120	5^{25}	11,130^{00}
	12-inch Culvert Pipe		Lin. Ft.	80	14^{00}	1,120^{00}
	4-inch Concrete Surfacing		Sq. Yd.	15	16^{70}	250^{50}
	Concrete Curbs		Lin. Ft.	630	4^{65}	2,929^{50}
	Asphalt Driveways		Sq. Yd.	250	4^{25}	1,062^{50}
	Total					24,522^{50}

SCA

May 19, 1976

Lillian Ross
City Recorder
City of Powers
P.O. Box 250
Powers, OR 97466

Dear Ms Ross:

Enclosed are two sets of preliminary plans for the 1976 Special City Allotment project on Fir Street. Please have the proper officials review and, if they approve, return one set with your approval noted thereon.

Construction of a 50-foot wide street, as shown on these preliminary plans, is currently estimated to cost $31,000. The State's share would be $25,000.

Recommended changes you suggest should reach this office by June 1, 1976 to permit any revisions to be made on the plans before they reach the bidders.

Very truly yours,

for

Richard Unrein
Urban Engineer
County-City Unit

FFH:dp
Encl.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

8312 15

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Fir Street
Highway: City of Powers
County: Coos
Prefix: 306-1407
Res. Engr: F. D. Morrison

Date April 26, 1976
Ten Year Traffic Coefficient 6.5
18 kip s.a. per day 16.5
R value 16
Frost Penetration - - - -
CBE Total Requirement 19.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
1.5"	A.C. (Final Application)	3.0
3.0"	A.C.	6.0
10.0"	L.T.S.	10.0
14.5"		19.0

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

[redacted]
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
STATE HWY ENGR
MAY 3 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

SCA-76
Powers

Salem
April 20, 1976

for Richard Unrein
Urban Engineer

SCA Project
Fir Street
City of Powers

Frank E. Terpin
Location Engineer

The above subject project is generally as requested by the city. It was found during location work the the surfacing was not worth saving, and this office was contacted. At this time it was agreed that we would go ahead and reconstruct the street. The city was contacted by F. D. Morrison, Resident Engineer, and the situation was explained. They, therefore, requested the work to be done.

Preliminary plans should be worked up according to the location data, with possibly one change, lime treatment of the Base Materials, this will be forth coming from Clarence Gregg.

FFH:dp

Attachments

☐ ENGR. ☐ ASST. ☒ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

SCA-76
Powers

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, OR 97470
April 9, 1976

FILE: LOC 17

FROM: JOHN GRASSMAN
Regional Design Engr.

TO: Frank E. Terpin
Location Engineer

SUBJECT: Powers (Fir Street)
Coos County
306-1407

Enclosed is the following listed location data for the subject SCA project:

1	Roll	Detail Map
1	Copy	Narrative Report
1	Copy	Locating Engineer's Statement
1	Copy	Quantity and Cost Estimate
1	Pad	Traverse Sheets
1	Pad	Misc. Support Data
1	Book	Field Notes
1	Copy	Region Geologist Report
1	Roll	Cross-Sections
1	Roll	Profile

The project as now estimated greatly exceeds the original $15,000 estimate. This increase is due to the fact that, in our judgement, the existing srufacing is not worth saving. It is Region's recommendation, however, that 12 inches of lime treated base be substituted for the 10½ inches of aggregate proposed in the location data. This would provide a base design exactly like that used on Spruce Street several years ago and we believe the use of the lime treatment to be more economical.

A close liaison has been maintained with the city officials and they have indicated an ability to finance that amount above the $25,000 limit.

JEC/cw
Encl.

cc Don Harwell
F. D. Morrison
Clarence Gregg

RECEIVED
COUNTY & CITY SECTION
APR 12 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ OPE ☐ CE ☐ RE ☐ RPE ☐

NARRATIVE REPORT

Powers (Fir Street)
City Street - Coos County
Prefix 306-1407-901

This survey is for the reconstruction of Fir Street in the City of Powers and consists of Grading, Surfacing, Concrete Curbs and Paving.

The Westerly end of the project is at First Ave., being engineer's sta. 10+16. The Easterly end of the project is at Second Ave., being engineer's sta. 13+50. The total length of the project is 334 feet or 0.06 miles.

The horrizontal alignment is tangent and the maximum grade used is 2.13%.

The co-ordinate control for this project were taken from the B. W. Line Grid controls established by the Salem Photogrammetry Section field crew.

Since this project involves work on an existing City Street, there is no clearing or grubbing work required.

The City of Powers, has given us permission to block this street off during construction. Therefore, any barricades or signs will have to be covered under one of the bid items. There will be no seperate payment for barricades or signing on this project.

General Excavation

Due to undulations, potholes and patches, we recommend that the existing surfacing and base material be removed, to the proper grade, and hauled 0.5 miles to a City owned waste site.

The existing base was found to consist of 4-5 inches of poorly graded bar run gravel with the subgrade material similiar to the material encountered on the Spruce Street Section (Contract No. 7586), sampled in 1971 under Lab Sheet No. 949320.

We propose to excavate enough material to match the top of our new curbs with the existing sidewalk from station 12+00 - 13+40 on the right. This will leave the top of the curb, on the left, above the existing sidewalk. This will not create any problems, as the existing sidewalk is 7.5 feet behind the curb line. The City of Powers will shape the area behind the curbs after construction.

Our typical section has 56.5 feet of width, curb to curb. The City originally requested 57 feet. By using 56.5 feet, we will have room to put the back of the Type "C" curb against the existing sidewalk. The City requested parallelparking on the right side andiagonal parking on the left. With a 15 foot travel way on the left and a 16 foot travel way on the right, we will have 10 foot on the left and 15.5 feet on the right for parking, which should be adequate.

Trench Excavation

No unusual problems will be encountered making the required excavation. However, extra strength pipe is needed, as the amount of cover over the pipe will be about 0.5 foot, at the inlet and outlet ends. We cannot lower the outlet end of the pipe, as this would effect the existing drainage down the highway ditch and through existing road approach culverts. Therefore we are proposing extra strenght pipe, laid partially in the aggregate base.

Watering

We propose using water only for compaction on the aggregate base material.

1" - 0 Aggregate Base

We recommend that the entire 10.5 inches of Aggregate Base be of one size, 1"-0, allowing this item to be payed for by the square yard.

The Specifications should be changed, to allow the use of Aggregate from Salmon Creek and the South Fork of the Coquille River. This means raising the Sediment Height on the Degradation. By doing this,we can get the material for aggregate base, from a Commercial source in Powers.

Perhaps the Specifications for the Broadbent Section (Contract No. 8308) should be used on this project.

Previous samples have been taken in Salmon Creek, see lab report nos. 959341-3.

Previous samples have been taken in the South Fork of the Coquille River, see lab report nos. 885752-6.

Measurement and payment will be by the Square Yard, 10.5 inches thick.

Asphalt Concrete

We recommend the use of Commercial Mix Asphalt, with all aggregates passing the 3/4-inch sieve.

It should be noted that there will not be any seperate payment for Asphalt Cement.

Measurement and payment will be by the Square Yard, 3-inches thick.

Culvert Pipe

One run of Extra Strength Pipe is required. This pipe crosses Fir Street at sta. 10+25. Since only about 0.5 feet of cover is available on the inlet and outlet end, the extra strength pipe is necessary. (see tr. exc. for add. explanation)

Concrete Curbs

Type "C" concret curbs are proposed, from station 10+38 to the existing curb radius on the easterly end near station 13+40.

The concrete specifications should allow the use of commercial mix, calling for 6.3 sack mix.

The cost of the concrete curbs will have to be paid for entirely by the City of Powers, as per our agreement with the City.

Asphalt Approaches

Five asphalt approaches are proposed. This ia as the City requested, when I talked to them about the project. Two fo the approaches are 32- feet wide and serve a machine shop and a grocery store. The other three approaches are 16-foot approaches for the alleys and one into a vacant lot, now being used for off street parking.

General Comments

Several items were removed form the Contract Bid Items, at the request of the Powers City Council. Removal of structures and obstructions, adjustment of one manhole, adjustment of two water valves and topsoil placed behind the curbs will be done by the City of Powers. These items were eliminated from the contract to reduce the costs to the City of Powers.

At my meeting with the City Council, they stated that their funds would not be available until August, 1976. This would be after their new budget was put into effect. The estimate of costs, as shown for this project, has been okayed by the Powers City Council, at our meeting March 31, 1976.

If any of the above items need clarification, please contact this office.

F. D. Morrison

F. D. Morrison, Res. Engr.
P. O. Box 716
Coquille, Oregon 97423
Phone: 396-3707

ROJECT: POWERS (Fir Street) HIGHWAY: City Street

COUNTY: Coos PREFIX: 306-1407-901 PAGE

TEM NO.	ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	U PR
1.	General Excavation	Cu. Yd.	825	-	825	
2.	Trench Excavation	Cu. Yd.	13	-	13	
3.	Watering	M-Gal.	25	-	25	
4.	1" - 0 Aggregate Base - 10.5 inches thick.	Sq. Yd.	2,396	-	2,396	
5.	Commercial Mix Asphalt Concrete - 3-inches thick.	Sq. Yd.	2,396	-	2,396	
6.	12-inch Extra Strencht Concrete Culvert Pipe	Lin. Ft.	72	-	72	
7.	Concrete Curbs, Type "C"	Cu. Yd.	18	-	18	
8.	Extra for Asphalt Approaches	Each	5	-	5	
	Total Bid Items					
	Engineering and Contingencies (15%)					
	TOTAL ESTIMATED COST					

HIGHWAY: City Street

PREFIX: 306-1407-901

PAGE 1 of 1 PAGES

ITEM	UNIT	NET QUANTITY	ALLOWANCE	TOTAL QUANTITY	UNIT PRICE	TOTAL AMOUNT
	Cu. Yd.	825	-	825	3.00	$ 2,475.0
	Cu. Yd.	13	-	13	10.00	130.00
	M-Gal.	25	-	25	15.00	375.00
0.5 inches thick.	Sq. Yd.	2,396	-	2,396	3.50	8,386.00
ncrete - 3-inches thick.	Sq. Yd.	2,396	-	2,396	5.20	12,459.20
ncrete Culvert Pipe	Lin. Ft.	72	-	72	9.00	648.00
	Cu. Yd.	18	-	18	150.00	2,700.00
ches	Each	5	-	5	100.00	500.00
						$ 27,673.20
cies (15%)						4,150.98
						$ 31,824.18

March 19, 1976

Regards Fir Street (City of [illegible])

On March 18 I was on the above named project and investigated the types and depths of the existing surfacing. There are four different types of surfacing on the project. They are a 20' paved city street, 2 paved parking areas adjacent to the street, a gravel [illegible] parking area adjacent to the street and a gravel and oil mat shoulder and dirt ditch line.

The existing grade is neither very true nor in very good repair. There are many chuckholes, irregularities and patches. The existing base appears to be approximately 4" to 6" of poorly graded [illegible], and in my opinion is not worth saving. The subgrade material was found to be the same as encountered on the Spruce Street Section, graded in 1971 and tested as per the enclosed lab sheet # 9[illegible].

My recommendation would be to remove the existing surfacing and base and regrade and widen it. Then and possibly lime treat the subgrade and resurface with a designed crushed base equivalency equal to the 19.5 recommended by the Salem Lab. for the Spruce Street Section. A copy of the Spruce Street base design is enclosed.

Regional Engineering Geologist

Elliott Parker

By: R. H. Pope Reg. Matls. Engr.

OREGON STATE HIGHWAY DEPARTMENT

LOCATING ENGINEER'S STATEMENT

Submit 2 Copies With Estimate

Prefix 306-1407-901 Highway City Street Section Powers (Fir Street)

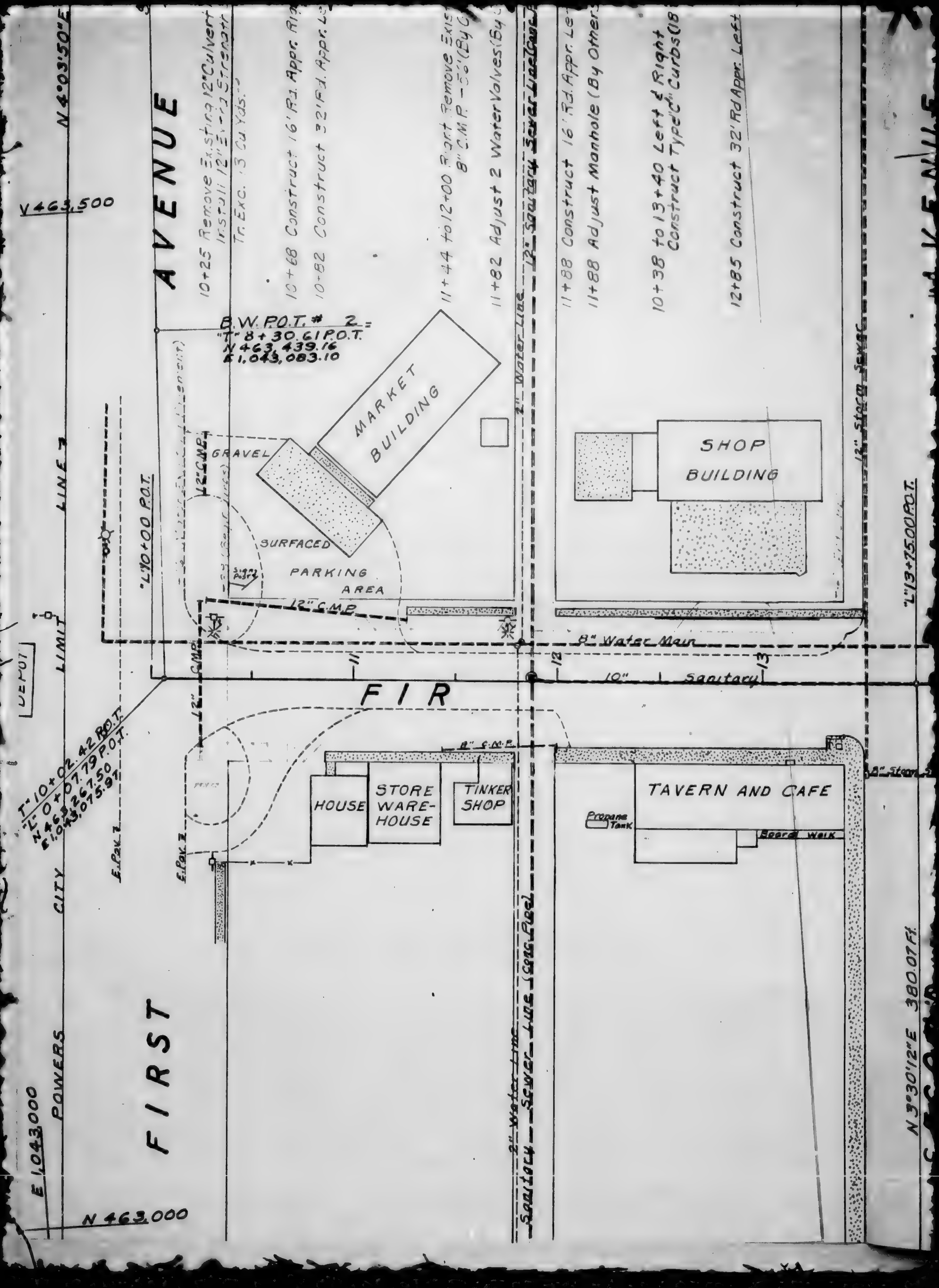
Highway Class City Street Date April 2, 1976

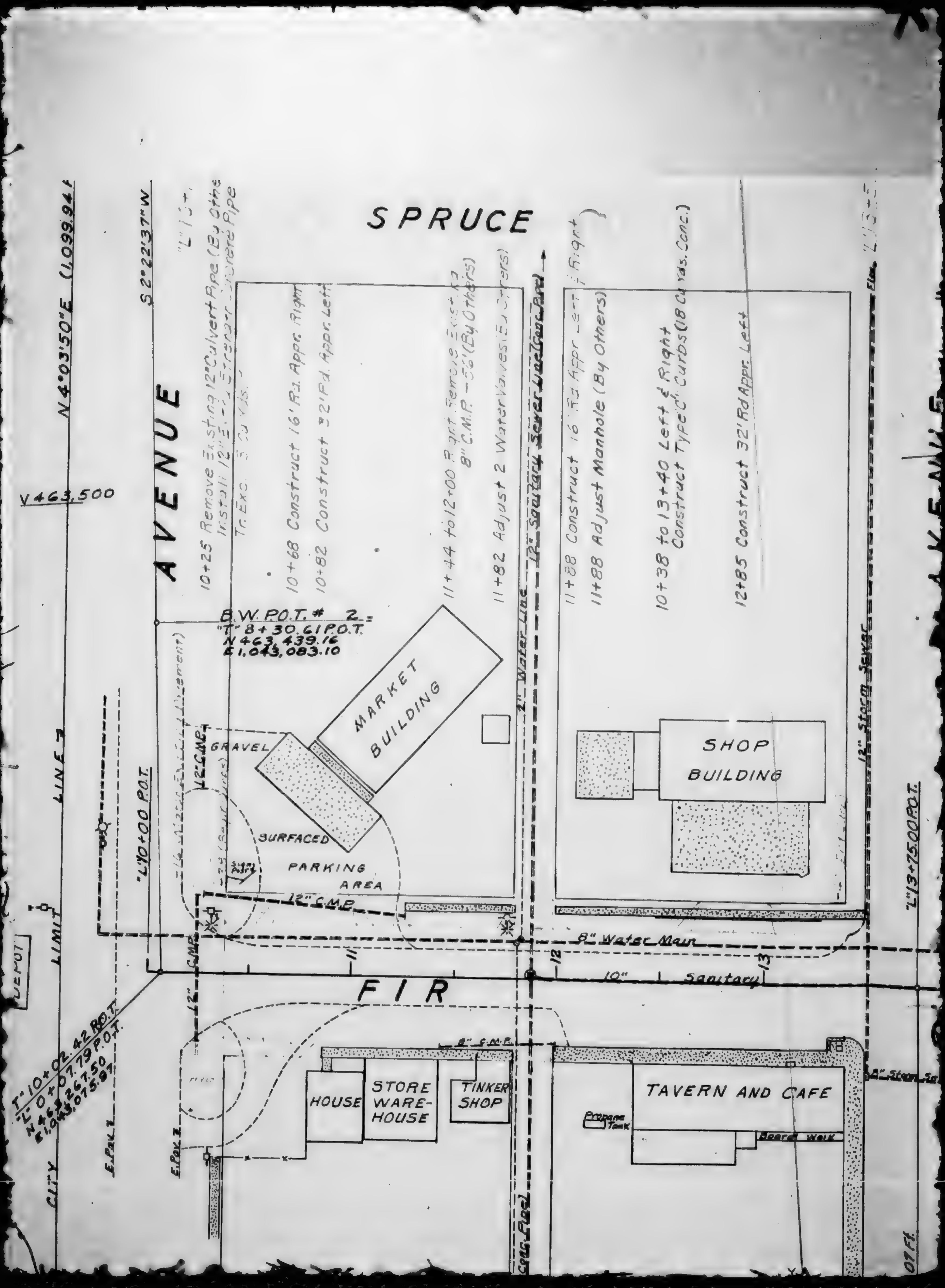
Yes	No	N/A*	
			1. Are the following being submitted?
☒	☐	☐	a. Detail Map (Hard Copy).
☐	☒	☐	b. Small Scale Ownership Map.
☐	☒	☐	c. Abandonment Map.
☐	☐	☒	d. Vicinity Maps (PUC and Structures).
☐	☐	☒	e. RR Encroachment Maps and Cross Sections.
☐	☐	☒	f. Interchange Layout Sheets.
☒	☐	☐	g. Location Profile.
☒	☐	☐	h. Located Line Cross Sections.
☐	☐	☒	i. Mass Diagram.
☒	☐	☐	j. Earthwork and Other Calculations to Support Estimate.
☒	☐	☐	k. Field Notes.
☒	☐	☐	l. Coordinate Sheets.
☐	☐	☒	m. Clearing and Grubbing Chart.
☐	☐	☒	n. Report on Bench Mark Recoveries (Form E-369)
☐	☐	☒	(1) Description of Bench Mark (Form E-185).
☐	☐	☒	(2) Report on Condition of Bench Mark (Form E-186).
☐	☐	☒	o. Photostats of Deeds and Legal Instruments covering Ownerships.
☐	☐	☒	p. Copies of Maps, Plats and other necessary information for the preparation of R/W Descriptions.
☐	☐	☒	q. Property Appraisal and justifications for alternate facilities.
☒	☐	☐	r. Preliminary Soils and Material Report.
☐	☒	☐	s. Statement of Source of Materials and Stockpile Site (Form E-368).
☐	☐	☒	t. Sketch Map of all Proposed Stockpile Sites, Gravel Pits and Quarries, with supporting data for Descriptions.
☐	☐	☒	u. Estimate for Movement of Utilities.
☒	☐	☐	v. Quantity Summary.
☒	☐	☐	w. Cost Estimate.
☒	☐	☐	x. Narrative Report of Survey.
☐	☐	☒	2. Have all traverses that are required for the preparation of Metes and Bounds Descriptions been closed?
☐	☐	☒	3. Have all required temporary easements been designated as to area, type and duration?
☒	☐	☐	4. Have you taken into consideration the mechanics and properties of the various types of soil encountered?
☐	☒	☐	5. Have samples of the surfacing materials been submitted for test by the Salem laboratory?
☐	☐	☒	6. Have you investigated drift conditions (snow and sand)?
☐	☒	☐	7. Are there slide conditions apparent?
☐	☒	☐	8. Have you been over this project with a Soils representative?
☐	☒	☐	9. Have you been over this project with a R/W representative?
			10. Has a typical section of the following been platted on the location profile?
☒	☐	☐	a. Roadbed Grading, with Surfacing.
☐	☐	☒	b. Retaining Walls.
☐	☐	☒	c. Slope Benching.
☐	☐	☒	d. Hand Placed Slopes.
☐	☐	☒	e. Rip Rap Work.
☐	☐	☒	f. Irrigation Ditches.
☐	☐	☒	g. Special Drainage Ditches.
☐	☐	☒	h. Channel Changes.
☐	☐	☒	i. Flumes.
☒	☐	☐	j. Sidewalks, Curbs and Gutters.
☐	☐	☒	k. Tunnel (Drainage).
☐	☐	☒	11. Is relocation of a scale site necessary?
☐	☒	☐	12. Does this project involve construction of a frontage road?
☐	☒	☐	13. Will there be unusual difficulty in handling traffic during construction?
☒	☐	☐	14. Have all important alignment points been referenced?
☒	☐	☐	15. Have all location problems been discussed in the Narrative Report of Survey?

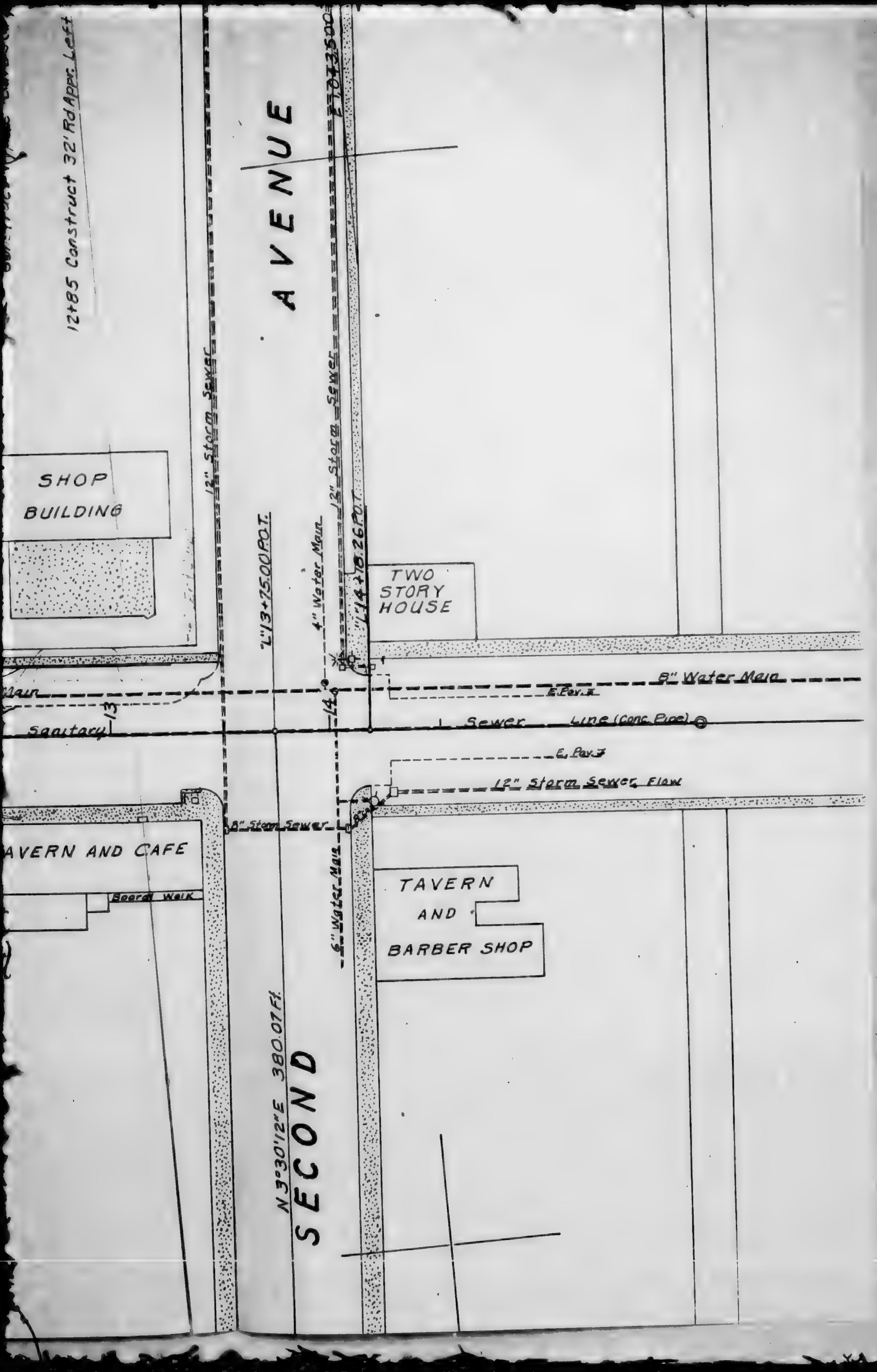
* Non Applicable

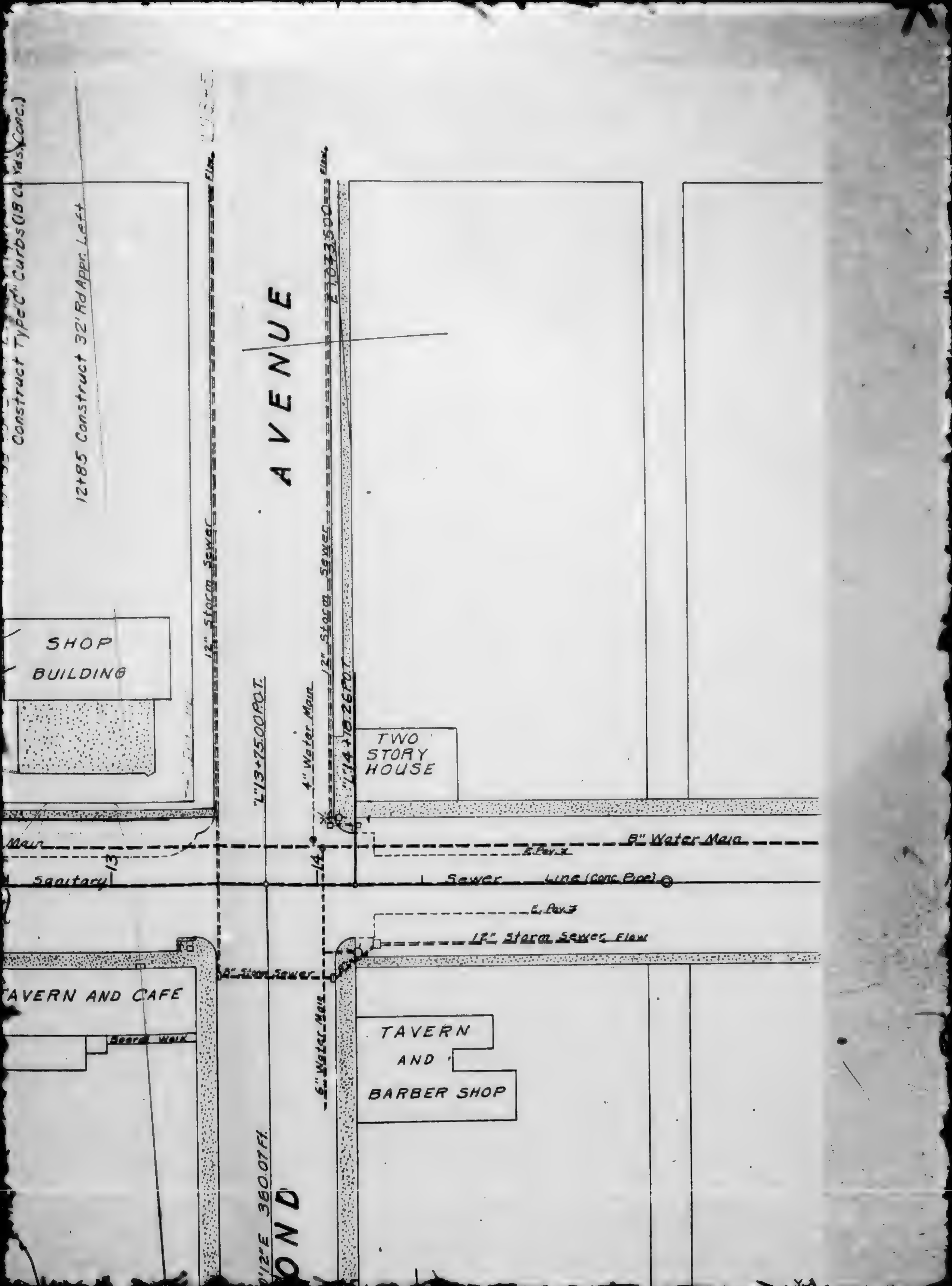
Signature F. D. Morrison
Locating Engineer

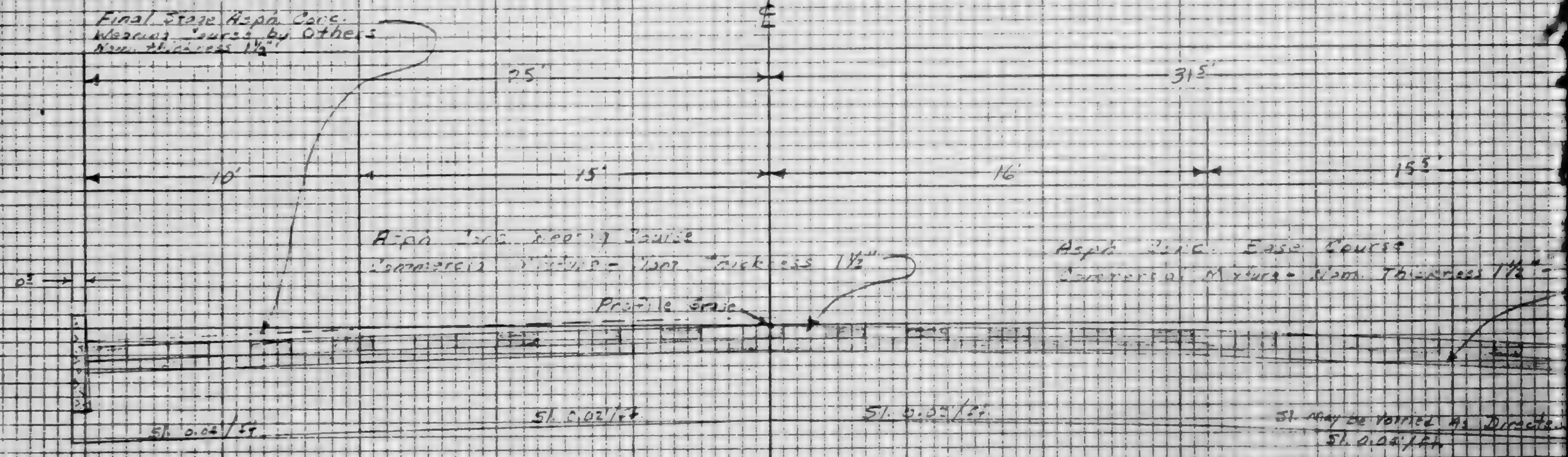
Address P. O. Box 716, Coquille, Oregon 97423


N 4°03'50"E
N 463,500
AVENUE
10+25 Remove Existing 12" Culvert
Install 12" Existing Strength
Tr. Exc. 13 Cu. Yds.
10+68 Construct 16' Rd. Appr. Rig
10+82 Construct 32' Rd. Appr. Le
11+44 to 12+00 Right Remove Exist
8" C.M.P. - 56' (By C
11+82 Adjust 2 Water Valves (By
2" Water Line
12" Sanitary Sewer Line (Conc.
11+88 Construct 16' Rd. Appr. Le
11+88 Adjust Manhole (By Other
10+38 to 13+40 Left & Right
Construct Type "C" Curbs (18
12+85 Construct 32' Rd Appr. Left
B.W. P.O.T. # 2 =
"T" 8+30.61 P.O.T.
N 463,439.16
E 1,043,083.10
MARKET BUILDING
SHOP BUILDING
12" Storm Sewer
"L" 13+75.00 P.O.T.
LINE
"L" 10+00 P.O.T.
12" C.M.P.
GRAVEL
SURFACED
PARKING
AREA
12" C.M.P.
8" Water Main
11
12
13
10" Sanitary
FIR
DEPOT
CITY
LIMIT
"T" 10+02.42 P.O.T.
"L" 0+07.79 P.O.T.
N 463,267.50
E 1,043,075.91
12"
C.M.P.
8" C.M.P.
HOUSE
STORE WAREHOUSE
TINKER SHOP
TAVERN AND CAFE
Propane Tank
Board Walk
8" Storm S
E. Pav't.
E. Pav't.
2" Water Line
Sanitary Sewer Line (Conc. Pipe)
FIRST
POWERS
E 1,043,000
N 463,000
N 3°30'12"E 380.07 Ft.

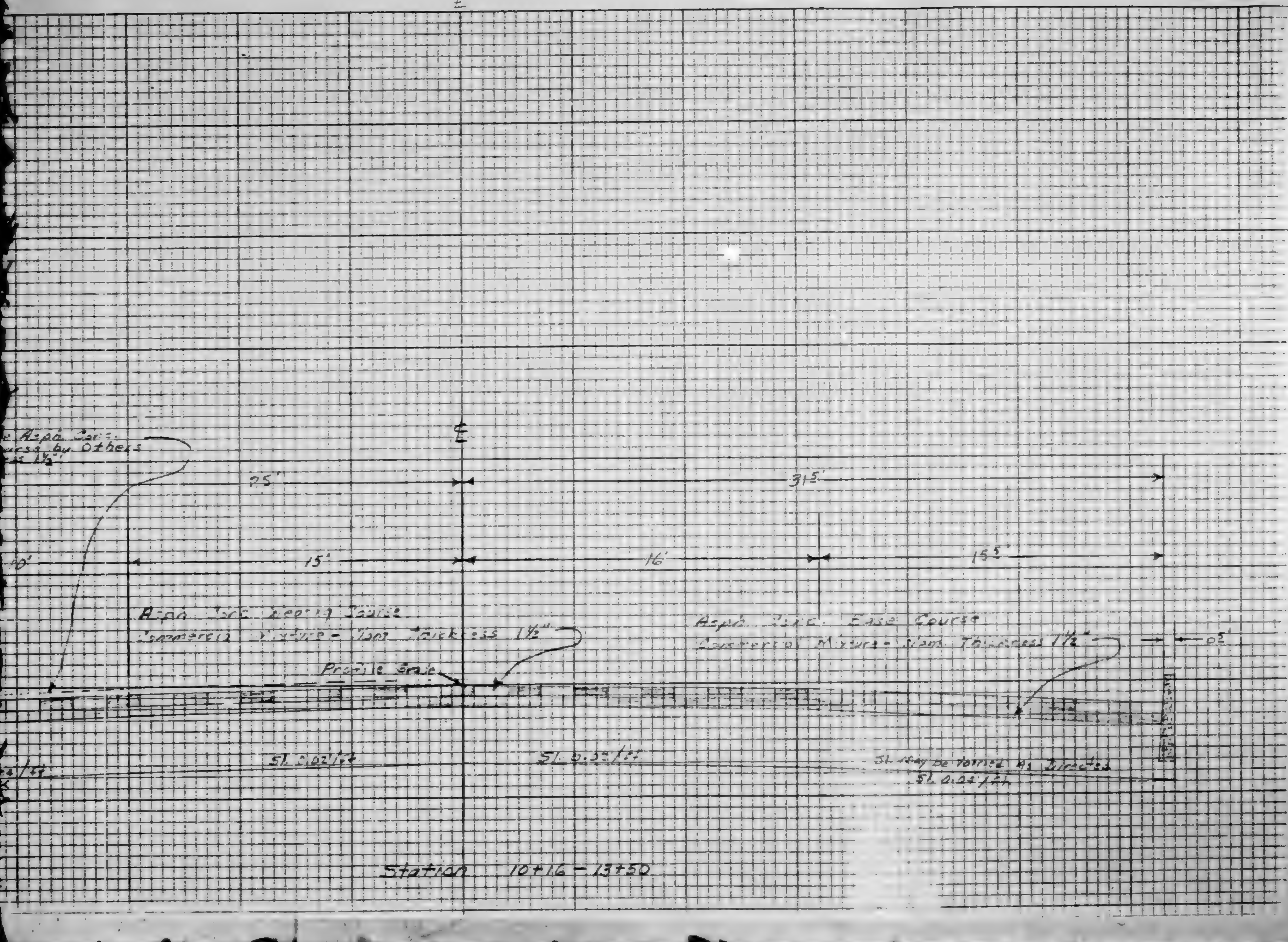
SPRUCE
AVENUE
FIR
N 4°03'50"E (1,099.94)
S 2°22'37"W
V 463,500
LINE 7
CITY LIMIT
DEPOT
"L" 13+
10+25 Remove Existing 12" Culvert Pipe (By Others)
Install 12" Ext. Corrugated Concrete Pipe
Tr. Exc. 5 Cu. Yds.
10+68 Construct 16' Rd. Appr. Right
10+82 Construct 32' Rd. Appr. Left
11+44 to 12+00 Right Remove Exist. 8" C.M.P. - 56' (By Others)
11+82 Adjust 2 Water Valves (By Others)
2" Water Line
12" Sanitary Sewer Line (Conc. Pipe)
11+88 Construct 16' Rd. Appr. Left & Right
11+88 Adjust Manhole (By Others)
10+38 to 13+40 Left & Right
Construct Type "C" Curbs (18 Cu. Yds. Conc.)
12+85 Construct 32' Rd. Appr. Left
B.W. P.O.T. # 2 =
"T" 8+30.61 P.O.T.
N 463,439.16
E 1,043,083.10
MARKET BUILDING
SHOP BUILDING
GRAVEL
12" C.M.P.
SURFACED
PARKING
AREA
12" C.M.P.
"L" 10+00 P.O.T.
12" Storm Sewer
"L" 13+75.00 P.O.T.
8" Water Main
11
12
13
10"
Sanitary
CMP
12"
"T" 10+02.42 P.O.T.
"L" 0+07.79 P.O.T.
N 463,267.50
E 1,043,075.97
8" C.M.P.
HOUSE
STORE WARE-HOUSE
TINKER SHOP
TAVERN AND CAFE
Propane Tank
Board Walk
E. Pav. 1
E. Pav. 2
Conc. Pipe
8" Storm Sewer
07 Ft.


12+85 Construct 32' Rd. Appr. Left
AVENUE
L 14+35.00
SHOP
BUILDING
12" Storm Sewer
12" Storm Sewer
"L"13+75.00 P.O.T.
4" Water Main
"L"14+10.26 P.O.T.
TWO
STORY
HOUSE
Main
8" Water Main
E. Pav. x
13
14
Sanitary
Sewer
Line (Conc. Pipe)
E. Pav. 7
12" Storm Sewer Flow
8" Storm Sewer
AVERN AND CAFE
Board Walk
6" Water Main
TAVERN
AND
BARBER SHOP
N 3°30'12" E 380.07 Ft.
SECOND

Construct Type "C" Curbs (18 Cu. Yds. Conc.)
12+85 Construct 32' Rd Appr. Left
AVENUE
12" Storm Sewer
Flow
E 10+35.00
12" Storm Sewer
Flow
SHOP
BUILDING
"L" 13+75.00 P.O.T.
4" Water Main
"L" 14+10.26 P.O.T.
TWO
STORY
HOUSE
Main
8" Water Main
E. Pav. 3
13
14
Sanitary
Sewer
Line (Conc. Pipe)
E. Pav. 3
12" Storm Sewer Flow
8" Storm Sewer
TAVERN AND CAFE
Board Walk
6" Water Main
TAVERN
AND
BARBER SHOP
°12' E 380.07 Ft.
OND


Final Stage Asph. Conc.
Wearing Course by Others
Nom. thickness 1½"
25'
31.5'
10'
15'
16'
15.5'
0.5'
Asph. Conc. Leveling Course
Commercial Mixture - Nom. Thickness 1½"
Profile Grade
Asph. Conc. Base Course
Commercial Mixture - Nom. Thickness 1½"
Sl. 0.04'/Ft.
Sl. 0.02'/Ft.
Sl. 0.03'/Ft.
Sl. May be Varied As Directed
Sl. 0.04'/Ft.

Station 10+16 - 13+50


℄
℄
…e Asph. Conc.
…urse by Others
…ss 1½"
25'
31.5'
10'
15'
16'
15.5'
Asph. Conc. Leveling Course
Commercial Mixture - Nom. Thickness 1½"
Profile Grade
Asph. Conc. Base Course
Commercial Mixture - Nom. Thickness 1½"
0.5'
…4/Ft.
Sl. 0.02'/Ft.
Sl. 0.3"/Ft.
Sl. May be Varied As Directed
Sl. 0.02'/Ft.

Station 10+16 - 13+50

8382 18

October 15, 1975

City of Powers
City Hall
Powers, OR 97466

Attention: Lillian Ross
City Recorder

MISC. CONTRACTS and
AGREEMENTS No. 5468

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering improvement to Fir Street, First to Second Avenues.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

Form E-30 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Powers (Fir Street)

Highway City Street

County Coos

Date October 7, 1975

Authorization No. 1

Survey Prefix 306-1407 (Assigned by Salem office)

Description of termini, route, length, etc.:

Between 1st and 2nd Avenues, length of project is 370 feet.

Purpose of survey:

To prepare plans, specifications and estimates for overlaying and curbing one city block. This is a Special City Allotment Project.

Estimate of cost:

Field	901	1,200
Plans	905	250
Proj. Mgt	920	50
Specifications	921	300

SCA

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey	$ 1,800
Previous authorization	
Additional authorization requested	
Additional authorization approved (Salem)	
Total all authorizations approved (Salem)	

Requests made by:

Frank Morrison
Field Engineer

Recommended for Approval:

J. X. Wilson
Regional Engineer

Recommended for Approval:

Victor D Wolfe
Location Engineer

Approved:

E J Hunter
Assistant State Highway Engineer

SP*23804-734

OFFICE ENGINEERING SECTION

P. E. APPR. ....

FED. AID .... STATE SCA

September 24, 1975

Ms. Lillian Ross
City Recorder
City of Powers
P. O. Box 250
Powers, Oregon 97466

Dear Ms. Ross:

Your proposed project on Fir Street, from First to Second Streets, was submitted and approved by the Transportation Commission for construction in 1976 under the Special City Allotment Program (ORS 366.805).

Your proposed project, based upon a reconnaissance investigation, is roughly estimated to cost $14,550, with the State contributing $12,240.

Very truly yours,

D N Harwell
D. N. Harwell
County-City Unit

FFH:scr

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

6-24-35

[illegible]

[illegible]

[illegible]

This [illegible]

[illegible]

"C" asphalt [illegible]

[illegible] 0.08 miles.

6-26-75

Powers - fr [illegible] ([illegible])
0 07 - 370

Paving.

$\frac{370 \times 50}{9} = 2055^{6} \times 1.10 =$ 2260 Sq yd.

Curbs. 300 x 2 = 600 x 1.10 = 660 Lin ft.

Backfill for Curbs.

$\frac{370 \times 14 \times 1^{2}}{27} = 230 \times 1.10 =$ 250 Cu. yd.

Adjust Manhole 1 Only

3-7-75
1047 to

.976

SPECIAL CITY ALLOTMENT FUND
INVESTIGATION DATA

City: Fevers
Date 6-24 75
Div. 3
Population: 1970: 842
1975: [illegible]
Street: [illegible]

No. of Previous Projects 5
Last Project 1971 (Year)
Total SCA Funds $ 89,195
Funds/Capita $ 101.12
Average/Capita $ 36.99

EXISTING
Surface Now in Place: A. C. ✓ Oil ____ Gravel ____ Concrete ____
Surface Width: 26' Ft.
Curb-to-Curb Width: ____ Ft.
Shoulder-to-Shoulder Width: ____ Ft.
Right-of-Way Width: ____ Ft.
Remarks: ____

PROPOSED
Surfacing: A. C. ✓ Oil ____ Other ____
Pavement Width: 26 Ft.
Shoulder Width: 12 Ft.
C-C Width: 52 Ft.
BASE DESIGN: A. C.: 1½ in.
Leveling: ____ in.
Base: ____ in.
Line T.S.G.: ____
Blanket: ____
P.M.B.B.: ____ in.
Length: 0.07 Mile, 370 Ft.
Type Curb: ____
Remarks: ____

ESTIMATE

	Unit	Gross*	Price	Amount
MOBILIZATION	ALL	$	$	$
TEMP. PROT. & DIRECT TRAFFIC	ALL			
~~GENERAL EXCAVATION~~ Embankment Cu. yd	~~LUMP SUM~~	250	5.00	1250.-
1"-0 AGGR. BASE 8" DEEP	SQ. YD.			
CEMENT TREATED SUBGRADE	CU. YD.			
Asph ~~CEMENT~~ IN ~~TREATMENT~~ Tack	TON	1	175.00	175.-
CLASS "C" AC ~~3"~~ DEEP 2"	SQ. YD.	2260	3.60	8,136.-
CONCRETE INLETS	EACH			
CONCRETE CURBS	LIN. FT.	660	3.50	2,310.-
CONCRETE WALKS	SQ. ~~FT.~~ yd.			
CONCRETE DRIVEWAYS	SQ. FT.			
____ INCH DEWER PIPE	LIN. FT.			
____ INCH CULVERT PIPE	LIN. FT.			
ADJUST MANHOLES	EACH	1	250.00	250.-
			TOTAL	$12,121.-
Permanent Signing ($100 per Intersection)				
Flagging				
			TOTAL	$12,121.-
Engineering and Contingencies (20%)				2,429
			TOTAL	$14,550
City's Estimated Share of Survey				$ –
			TOTAL ESTIMATED COST	$14,550

*Items include 10% allowance.

76 - SCA

PROJECT DATA. CITY OF Powers Date Feb 5, 1975

To be financed by Special City Allotment Fund and necessary city funds.

Street name Fir Street (btween 1st and 2nd street)
(Locate project on attached map.)

Project length 300 '

DESIRED STREET SECTION:

Standard roadway; width of travel way: 50 feet, width of shoulders: 8 N. 7 S. feet

Curbed section; width curb to curb: 57 feet

Remarks

Surface now in place: Oil x Paving ___ Gravel ___

Present surface width: 26 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 80 feet

Additional right-of-way required? Yes ___ No x

State to furnish right-of-way descriptions? Yes ___ No ___

Give width of intersecting streets: 80 & 80

Are intersecting streets curbed? Yes ___ No x

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ___ No x

Width between present curbs: 1 feet

City to construct curbs? Yes ___ No ___ x

To be constructed as part of project? Yes x No ___

Length of desired radius on curb returns: 1 feet

Does city desire special type of curbs? Yes ___ No x

Explain:

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes x No ___

Present sidewalks, Length: 170 N. 214 S. feet; Width: 54" feet

Distance between present sidewalks: 65' feet

Are sidewalks to be constructed as part of project? Yes ___ No x

Width of sidewalks to be constructed: 4' 6" feet

Are sidewalks to be constructed only on one side of street? Yes ___ No ___

Are sidewalks to be constructed on both sides of street? Yes x No ___

Give: Length to be constructed and On which side of street

___ feet N. ___ S. ___ E. ___ W. ___

___ feet N. ___ S. ___ E. ___ W. ___

Should sidewalks be placed against curbs? Yes ___ No ___

Is utility strip required? Yes ___ No x ; Width: ___ feet

Remarks ___

STORM SEWERS -

Now in place? Yes ___ No x

If yes, are they adequate for increased flow? Yes ___ No ___

Indicate depth of main lines from present surface: ___ feet

To be constructed by City? Yes x No ___

To be constructed as part of project? Yes ___ No ___

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes x No ___ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: 6' 5" feet

Remarks ___

SCA

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ____

If yes, how deep from present surface? ________ feet

Remarks ____

____

DRIVEWAYS: ~~(All driveway construction beyond curb line to be at city's expense.)~~

To be constructed as part of project? Yes x No ____

Asphaltic concrete? Yes x No ____

Portland cement? Yes ____ No ____

How many? ____________

Must driveways be Portland cement to comply with city code? Yes ____ No ____

Is there a city ordinance specifying width and number of driveways permitted?
Yes ____ No x (If yes, please include copy of ordinance.)

Remarks ____

____

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ____ No x

Electric poles? Yes ____ No x

Which company? ________________________
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ____ No x

Which company? ________________________

Railroad tracks? Yes ____ No x

Which company? ________________________

Is crossing presently protected by automatic railroad signals?

Yes ____ No ____

Remarks ____

____

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks ___

GENERAL INFORMATION:

Are city finances available? Yes X No ___

When available? Date July 1,1975

Has city established grade on street? Yes ___ No ___
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: ___

General remarks: ___

By ___ Mayor
Noble Adamek

By Lillian Ross City Recorder or City Manager
Lillian Ross

By Harry T. Rolfe City Engineer
Harry T. Rolfe

Rca-76

RESOLUTION

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the Oregon Transportation Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Powers is an incorporated city of the State of Oregon and has a population of ~~8821~~ 885 as given by the latest official census; and

WHEREAS, the following streets of said city, Powers

1-block located in South Powers, within the City Limits between 1st and ~~3rd~~ 2nd street , on Fir Street.

RECEIVED
FEB 7 - 1975
COUNTY
CITY
UNIT

Hopkins ✓
~~Harwell~~ ✓
Holmes
~~Prange~~
Unrein
Butler 2

Requires Reply ☐
~~Requires Approval~~ ☐
Receiver Keep ☐
~~Do not File~~ ☐
Return To
Bring Up / /
Other

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are 'receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon Transportation Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Transportation Commission.

cc-50, 1959 Rev.)

Fred Soule

4. That the City of Powers does hereby offer to Transportation Commission and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate ~~Harry T. Rolfe~~ as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 20 day of January, 19 75

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

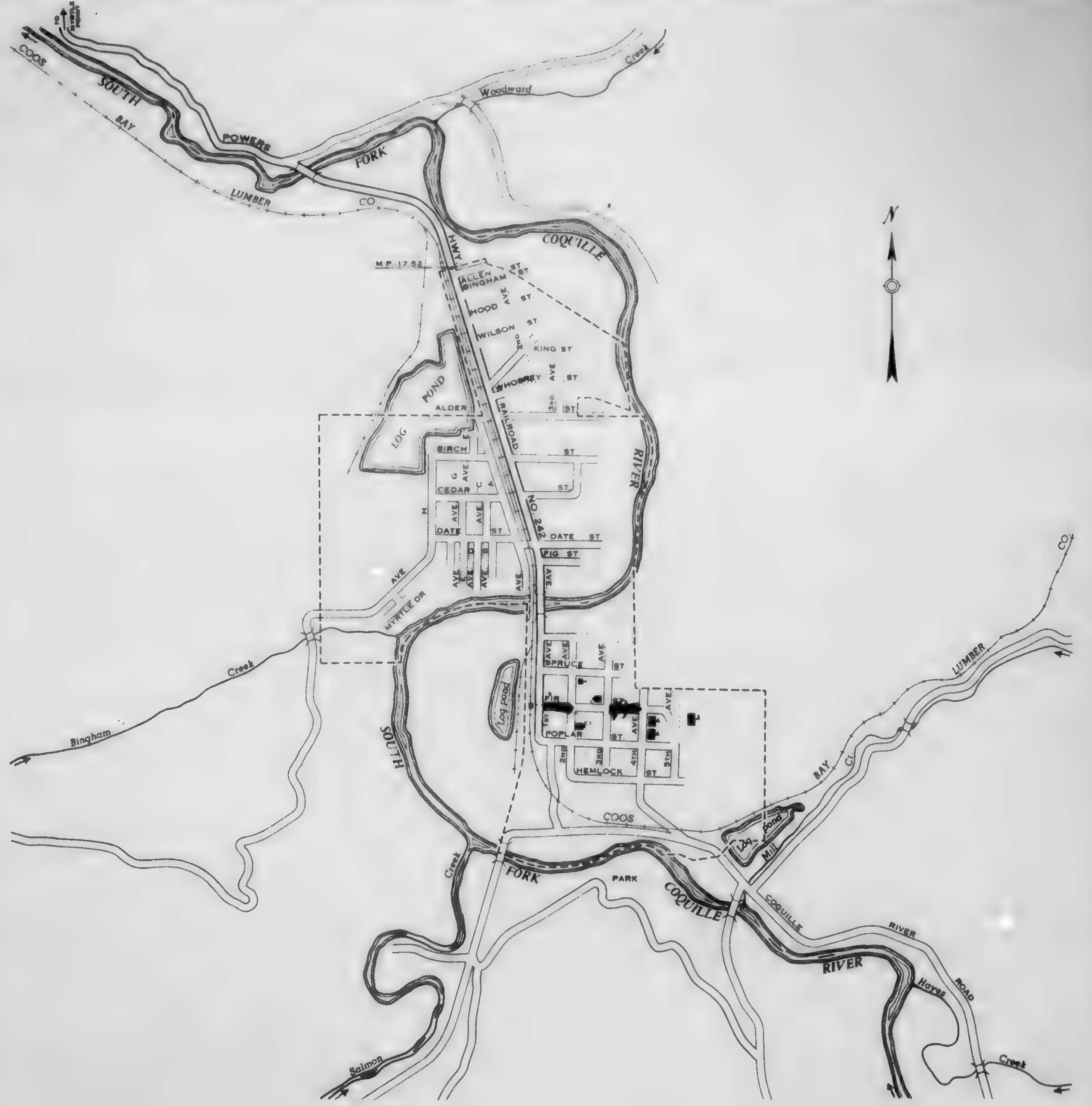
- - - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Powers at a regular or special meeting of said Council, held on the 20th day of January, 19 75, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 5th day of February, 1975.

Lillian Ross
City Recorder

(SC-50. 1959 Rev.)


COOS BAY LUMBER CO
SOUTH FORK
POWERS
Woodward Creek
COQUILLE
HWY NO. 242
M.P. 17.52
ALLEN ST
BINGHAM ST
HOOD AVE ST
WILSON ST
KING ST
WHOBREY AVE ST
3RD ST
LOG POND
ALDER
RAILROAD
BIRCH ST
CEDAR ST
DATE ST
FIG ST
MYRTLE DR
AVE
RIVER
SPRUCE AVE ST
FIR
POPLAR ST
HEMLOCK ST
2ND 3RD 4TH 5TH
Log pond
SOUTH
Bingham Creek
COOS
BAY LUMBER CO
Log Pond
Mill
Creek
FORK
PARK
COQUILLE
COQUILLE RIVER ROAD
RIVER
Hayes Creek
Salmon
N

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

POWERS

COOS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,318

Scale in Feet

May 1962

8383 Rock Cr.-Steamboat Sec. 1976
E. of Roseburg (N.Umpqua Hwy)
(Grading, paving & guardrail)

C+A 5559 2-11-76

OREGON STATE HIGHWAY DIVISION

Form A-191—(11-71)
SP*67808-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Douglas County
Board of Commissioners
Courthouse

Roseburg, Oregon 97470

Attention of Mr. George Grubb
Director of Public Works

Request No. (assigned by staff engineer or head of section) CC 1840

Date June 30, 1978

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Final Billing: Rock Creek-Steamboat Section FAS 253
Covered by agreement dated 11/25/75

Itemized Statement:

Quantity	Unit	Description	Unit Price	Amount
		Refund to County		$23,000.00

Note: Please send a copy
of the itemized cost
statement to County
along with refund.

(Posted

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 116,100.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 93,100.00

Give the number of the last previous request in connection with this same service. CC 1600

Credit distribution:
510-1066-297

Submitted by:
Harold Reynoldson
Harold Reynoldson

Approved:
Regional Engineer

Approved:
Gerald Wimer
Gerald Wimer Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Form A-65—5M—4-68

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by
Douglas County
Board of Commissioner
Courthouse
Roseburg, Oregon 97470

This Space for Use of Accounting Division

Date June 30, 1978
Invoice No.
P. O. No.

ATTN: Mr. George Grubb
Director of Public Works

Additional refund to Douglas County for the construction of the Rock Creek-Steamboat Section FAS 253

11,070.32

Gerald Wimer

Ref. - CC 1600
CC 1840
HD 212

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** June 30, 1978

County Douglas **Contract No.** 8383 **Date Completed** 11/5/76

FAS 253 **Section** Rock Creek-Steamboat

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Fed. Part.)	$ 959,328.40
Field lab		1,000.00
Engineering		53,033.12
Equal Opportunity		109.16
Total (Fed. Part.)		$1,013,470.68
Engineering	(non Part.)	172.17
Total cost of Construction		$1,013,642.85
Federal Funds Collected	$849,583.52	

County share of construction costs are as follows:

½ ($1,013,470.68 + $172.17 - $849,583.52) = $82,029.67

County advance deposit	$116,100.00
County share of costs	82,029.67
Amount due County	$ 34,070.32

Reference: Billing Form CC 1840

HR:cw

8383-10 STATE COPY 9

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO. RS-14(13)	2. COUNTY Douglas	3. STATE OREGON

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This project involved 16.51 miles of roadbed widening, asphalt concrete paving and guardrail construction. The work was performed on the "Rock Creek-Steamboat Section" of FAS 253 (North Umpqua Highway) beginning approximately 22 miles easterly of Roseburg.

RECEIVED
STATE HWY ENGR
OCT 21 '77
REFER TO
FOR

5. CONTRACTOR'S NAME J. C. Compton Co.	6. CONTRACT AMOUNT $ 924,267.50

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)*

TITLE Construction Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

COPY SENT
OCT 20 1977
Washington

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width ______ feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*	TYPE CODE NUMBER	NET LENGTH *(Miles)*

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY T. P. Lowe, Area Engineer	11. DATE OF INSPECTION 11/23/76

12. IN COMPANY WITH
J. X. Wilson, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE Thomas P Lowe		16. SIGNATURE G K Hosner	
14. TITLE Area Engineer	15. DATE 10/14/77	17. TITLE Dist Engr	18. DATE 10/17/77

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

5283

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 27, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of redemption for receipt #152179 savings certificate 305031 and reallocation of funds.

Summary:

Contract	Prior Allocation Amount	Prior Allocation Rec.#	Amount of Change	New Allocation Amount	New Allocation Rec#
8060	$25,000	150202	-0-	$25,000	150202
8146	70,000	146129	5,000	75,000	146129
	5,000	152170	(5,000)	-0-	-0-
	75,000		-0-	75,000	
8199	10,000	146108	-0-	10,000	146108
	30,000	150120	-0-	30,000	150120
	40,000			40,000	
8222	2,000	150120	-0-	2,000	150120
	3,000	150202	-0-	3,000	150202
	5,000			5,000	
8236	15,000	146108	(15,000)	-0-	-0-
	30,000	146129	(20,000)	10,000	146129
	5,000	150120	(5,000)	-0-	-0-
	50,000		(40,000)	10,000	
8383	27,000	152170	(27,000)	-0-	-0-
8384	500	150120	(500)	-0-	-0-
8388	35,500	150120	5,500	41,000	150120
	72,000	150202	-0-	72,000	150202
	30,500	152170	(30,500)	-0-	-0-
	-0-	-0-	15,000	15,000	146108
	-0-	-0-	10,000	10,000	146129
	138,000		-0-	138,000	
8464	-0-	-0-	5,000	5,000	146129

NOTED
C.W. HEAD

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

bc: C.W. Head
R. Church
C.W. Barrett, Jr. (Att.)

cc: J.C. Compton Company

JJK:mm

March 30, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On February 25, 1977, we wrote to you concerning release of final payment on Contract No. 8383 awarded to J. C. Compton Company for work on the Rock Creek-Steamboat Section of the North Umpqua Highway in Douglas County.

Final payment on this contract is $23,280.10 and the total contract amount is $960,328.40 including $2,052.58 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc J. C. Compton Company
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland Inc. of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
A. Shirley

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER
[illegible]

PROJECT REPORT NUMBER

MODIFICATION NUMBER
1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

rm Approved; O M B No. 04-R2089

State
Oregon

County
Douglas

Project Number
RS-14(13)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on June 30, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,056,562	$ 1,056,562
Federal funds	$ 826,124	$ 906,530
Other revisions		

This modification is made for the following reasons:

Increase in cost of preliminary engineering and increase federal pro rata to 85.8%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23rd day of March, 19 77.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Gen. Files

Oregon State Highway Division
Salem, Oregon March 16, 1977

Federal Aid Project
No. RS-14(13)

Rock Creek-Steamboat Bridge Section
North Umpqua Highway
Douglas County

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 9,000.00

Type Code 6201
Roadway (MP 22.19 to MP 38.70)

Furnishing Field Laboratory	1 only	1,000.00	1,000.00
Mobilization	All Required		20,500.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	540 sq.ft.	5.00	2,700.00
Temporary Barricades	2 only	100.00	200.00
Flagmen	700 hours	15.00	10,500.00
Pilot Car	180 hours	20.00	3,600.00
Clearing & Grubbing	All Required		6,000.00
Removal of Structures and Obstructions	All Required		3,000.00
General Excavation	5,000 cu.yds.	2.25	11,250.00
Watering	300 M-gals.	10.00	3,000.00
Aggregate Shoulders	12,000 tons	4.35	52,200.00
Class "B" or Class "C" Asphalt Concrete Mixture	50,400 tons	8.20	413,280.00
Asphalt Cement in Mixture	3,280 tons	78.00	255,840.00
Asphalt in Tack Coat	60 tons	100.00	6,000.00
Guardrail, Type 1A	17,025 lin.ft.	5.90	100,447.50
Guardrail, Type 3	50 lin.ft.	15.00	750.00
Guardrail Anchors, Type 2	59 only	250.00	14,750.00
Extra for Guardrail Bridge Connection	3 only	250.00	750.00
Rail End Pieces, Type B	59 only	50.00	2,950.00
Extra for Asphalt Approaches	37 only	150.00	5,550.00
			$924,267.50

Anticipated Items

Temporary Erosion Control (E.W.)	All Required		$ 1,500.00
On-the-Job Trainees (E.W.)	All Required		1,600.00
			$ 3,100.00

Rock Creek-Steamboat Bridge Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$2,500.00

538.

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-159	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-30-76	State Oregon County Douglas Project No. RS-14(13)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., 0.2 mi. E. Idleyld Park E. 16.7 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	3-17-76	16.5
RIGHTS-OF-WAY		
CONSTRUCTION	3-17-76	16.5
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,056,562	$ 826,124

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ES Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
By
(Division Administrator)
For: G. L. Green
Date executed by Division Administrator 6-30-76

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

NONDISCRIMINATION PROVISION

employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway agency also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive Order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive Order.

In addition, the State highway agency agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway agency under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway agency; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Control of the use of the right-of-way by Utilities in accordance with PPM 30-4.1 is contained in the State-County Agreement approved by the Highway Division on November 25, 1975.

AGREEMENT PROVISIONS

11. SIGNING AND MARKING. The State highway agency will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 U.S.C. 109(d) or the State's Certificate as applicable.

12. MAINTENANCE. The State highway agency will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway agency agrees that on Federal-aid highway construction projects not under Certification Acceptance the provisions of 23 CFR Part 630, Subpart C and Volume 6, Chapter 3, Section 1 of the Federal-Aid Highway Program Manual, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

14. IMPLEMENTATION OF CLEAN AIR ACT AND FEDERAL WATER POLLUTION CONTROL ACT (APPLICABLE TO CONTRACTS AND SUBCONTRACTS WHICH EXCEED $100,000).

a. The State highway agency stipulates that any facility to be utilized in performance under or to benefit from this agreement is not listed on the Environmental Protection Agency (EPA) List of Violating Facilities issued pursuant to the requirements of the Clean Air Act, as amended, and the Federal Water Pollution Control Act, as amended.

b. The State highway agency agrees to comply with all of the requirements of section 114 of the Clean Air Act and section 308 of the Federal Water Pollution Control Act, and all regulations and guidelines issued thereunder.

c. The State highway agency stipulates that as a condition of Federal aid pursuant to this agreement it shall notify the Federal Highway Administration of the receipt of any advice indicating that a facility to be utilized in performance under or to benefit from this agreement is under consideration to be listed on the EPA List of Violating Facilities.

d. The State highway department agrees that it will include or cause to be included in any Federal-aid to highways agreement with a political subdivision of the State which exceeds $100,000 the criteria and requirements in these subparagraphs a. through d.

NONDISCRIMINATION PROVISION

15. The State highway agency hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

a. The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway agency setting forth the provisions of this nondiscrimination clause.

b. The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

c. The contractor will send to each labor union representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway agency advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

d. The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

e. The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

f. In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

g. The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State highway agency or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance; *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Administration, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway agency further agrees that it will be bound by the above equal opportunity clause with respect to its own

Oregon State Highway Division
Salem, Oregon, June 29, 1976

Federal-Aid Project
No. RS-14(13)

Rock Creek-Steamboat Bridge Section
North Umpqua Highway
Douglas County

Project Agreement Estimate

Type Code P.E.

Preliminary Engineering	All Required		$ 4,000.00

Type Code 6201
Roadway (Mile Point 22.19 to Mile Point 38.70)

Furnishing Field Laboratory	1 only	1,000.00	1,000.00
Mobilization	All Required		20,500.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	540 sq.ft.	5.00	2,700.00
Temporary Barricades	2 only	100.00	200.00
Flagmen	700 hours	15.00	10,500.00
Pilot Car	180 hours	20.00	3,600.00
Clearing and Grubbing	All Required		6,000.00
Removal of Structures and Obstructions	All Required		3,000.00
General Excavation	5,000 cu.yds.	2.25	11,250.00
Watering	300 M-gals.	10.00	3,000.00
Aggregate Shoulders	12,000 tons	4.35	52,200.00
Class "B" or Class "C" Asphalt Concrete Mixture	50,400 tons	8.20	413,280.00
Asphalt Cement in Mixture	3,280 tons	78.00	255,840.00
Asphalt in Tack Coat	60 tons	100.00	6,000.00
Guard Rail, Type 1A	17,025 lin.ft.	5.90	100,447.50
Guard Rai, Type 3	50 lin.ft.	15.00	750.00
Guard Rail Anchors, Type 2	59 only	250.00	14,750.00
Extra for Guard Rail Bridge Connection	3 only	250.00	750.00
Rail End Pieces, Type B	59 only	50.00	2,950.00
Extra for Asphalt Approaches	37 only	150.00	5,550.00
			$ 924,267.50

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 1,500.00
On-the-Job Trainees (E.W.)	All Required	1,600.00
		$ 3,100.00

Subtotal	$ 927,367.50
Engineering	125,194.50
Total	$1,052,562.00

Length of Roadway	16.5 Miles
Cost of Roadway Per Mile	$63,791.63

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
P. E.	$ 4,000.00	$ 3,126.00	$ 874.00	$ ---
Roadway	1,052,562.00	822,998.00	114,782.00	114,782.00
Total	$1,056,562.00	$826,124.00	$115,656.00	$ 114,782.00

Group 1	100%
Contract No.	
Prefix No.	510-1066
Prefix No. P.E.	510-1957

Rock Creek-Steamboat Bridge Section
Nonparticipating - State Work

State Responsibility for Damages	All Required	$ 2,500.00

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 11, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re; J.C. Compton Company

We have received safekeeping receipt 152162 for savings certificate 295317 in the amount of $62,500. This replaces safekeeping receipt 150291 for savings certificate 284145 in the amount of $285,000.

In accordance with our letters authorization the reduction in retainage requirements on various projects and your letter of March 1, 1977 following is a summary of projects and deposits:

Prior Allocation			Amount Changed This Transaction	New Allocation	
Contract	Amount	Rec.#		Amount	Rec.#
8060	$ 25,000	150202	-0-	$25,000	150202
8146	72,000	150202	(72,000)	-0-	
	70,000	146129	-0-	70,000	146129
	73,000	150120	(73,000)	-0-	
	26,000	150291	(26,000)	-0-	
	-0-		5,000	5,000	152162
	$241,000		(166,000)	$75,000	
8199	10,000	146108	-0-	10,000	146108
	62,000	150291	(62,000)	-0-	
	-0-		30,000	30,000	150120
	72,000		(32,000)	40,000	
8222	3,000	150202	-0-	3,000	150202
	22,000	150291	(22,000)	-0-	
	-0-		2,000	2,000	150120
	25,000		(20,000)	5,000	

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8236	$ 30,000	146129	-0-	$ 30,000	146129
	15,000	146108	-0-	15,000	146108
	5,000	150291	(5,000)	-0-	
	-0-		5,000	5,000	150120
	50,000		-0-	50,000	
8383	27,000	150291	(27,000)	-0-	
	-0-		27,000	27,000	152162
	27,000		-0-	27,000	
8384	25,000	150291	(25,000)	-0-	
	-0-		500	500	150120
	25,000		(24,500)	500	
8388	118,000	150291	(118,000)	-0-	
	-0-		30,500	30,500	152162
	-0-		35,500	35,500	150120
	-0-		72,000	72,000	150202
	118,000		20,000	138,000	
Totals	583,000		(222,500)	360,500	

Security Summary

$ 25,000	146108	-0-	$ 25,000	146108
100,000	146129	-0-	100,000	146129
73,000	150120	-0-	73,000	150120
100,000..	150202	-0-	100,000	150202
285,000	150291	(285,000)		
-0-		62,500	62,500	152162
$583,000		(222,500)	$360,500	

V.E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payment Executive

JJK:mm

cc: J.C. Compton

bc: C.W. Head
R. Church
C.W. Barrett (Att)

NOTED
C. W. HEAD

rm 81-7-1-1106

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 3483

Order No. 2

Section Guano Valley (MP 50.22 to MP 56.92)

Date March 10, 1977

Highway Warner

F.A.P. No. RS - 333(5)

County Lake

Prefix 119-1054 Account No. 270-02

Description of Work To Be Done:

Salvage and Reinstall Existing Delineators (Guide Posts)

Location by Station Numbers:

MP 50.22 to MP 56.92

Estimate of Quantities and Costs:

Labor:	$250.00
Equipment:	200.00
Materials:	50.00
Total:	$500.00

Explanation:

Salvage and reinstallation work is best suited for State Forces on this particular project. Funds ~~are~~ were set up under anticipated items for this work.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization	$394,183.23
Present estimate of project cost, including $500.00 for work under this order	$394,183.23
Expected under-run / over-run (amount)	$0.00
Expected under-run / over-run (per cent)	0.00

Space to right of this line is for use of Salem Office

Submitted by: Wayne F. Cobine Resident Engineer

Wayne F. Cobine,

Approval Recommended: For Regional Engineer

Approval Recommended: Construction Engineer or Bridge Engineer

Approved: For Construction Engineer

3-17-77

Ved

8253

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 12, 1977

U.S. National Bank
P.O. Box 600
McMinville, OR 97128

Attention: Peggy J. Mathew s
General Loan Officer

Re: J.C. Compton

We received your safekeeping receipt 150291 covering savings certificate #284145 for $285,000 which replaces matured certificate #284021 for $440,500.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	-0-	$ 25,000
8146	241,000	-0-	241,000
8199	72,000	-0-	72,000
8222	25,000	-0-	25,000
8236	265,500	(215,500)	50,000
8383	12,000	15,000	27,000
8384	15,000	10,000	25,000
8388	83,000	35,000	118,000

Vernon E. Skoog,
Controller

By ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: J.C. Compton

NOTED
C. W. HEAD

bc; C.W. Head (Att.) ✓
R. Church
C. Barrett (Att.)

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150291

Branch McMinnville No. 17

DATE Jan. 10, 1977

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't

☐ CR. SVNG. Acc't

☐ Remit

DEPOSITED BY J. C. Compton Co.

$285,000.00 U. S. Bank Savings Cft. #284145 dtd 1-10-77 due 2-9-77
5.0%in name of J. C. Compton Co. endorsed by J. C. Compton Co.
(renewal of cft. #284021)
in lieu of retainage for

job #8146	$26,000	#8384	$25,000
8199	62,000		
8222	22,000		
8236	5,000		
8388	118,000		
8393	27,000		

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

[illegible]

Customer Copy

8383

13

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Rock Creek - Steamboat

WEEK ENDING: December 4, 1976

SECTION PREFIX: 510-1066

HIGHWAY: N. Umpqua

COUNTY: Douglas

NAME OF JOB: Rock Creek - Steamboat

KIND OF WORK: Grading, Paving & Guardrail

CONTRACTOR: J.C. Compton Co.

CONTRACT NUMBER: 8383

FEDERAL AID PROJECT NUMBER: RS-14(13)

DATE OF CONTRACT: July 8, 1976

DATE WORK STARTED: July 30, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN SUPERVISION

SPECIFIED ~~WORK DAYS~~ workdays ~~CALENDAR DAYS~~ XXX 275

~~WORK DAYS USED~~ workdays ~~CALENDAR DAYS USED~~ XXX ~~106~~

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: ~~33.5~~

PROJECT AUTHORIZATION: $ 1,055,300.62

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: ~~100~~

EXCLUSIVE OF ENGINEERING: $ 971,711.60

ENGINEERING AUTHORIZATION: $ 83,688.08

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 88.2

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 938,994.42

ENGINEERING ~~COST TO DATE~~ $ ~~45,400.00~~

This Week 2,800.00

DATE PROJECT WAS COMPLETED: November 5, 1976

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 6.6 %

PERCENT OF AUTHORIZATION 54.2%

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guardrail	
100		100		100		100	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	16.51	16.51			16.51
MILES PARTIALLY COMPLETED	16.51	16.51			16.51
MILES COMPLETED	16.51	16.51			16.51
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,000 cy	12,000 ton			50,400 ton
TOTAL QUANTITIES CORRECTED TO DATE	6,800	14,300			47,300
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,800	14,300			47,300
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K RECEIVED Richards
Bond Glenn
Jackmond DEC 6 1976 Berg
Harwood
Johnsen CONSTRUCTION
Walker SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final submitted to Region Office Dec. 3, 1976

This is the final report.

SIGNED U. E. Shull LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

8383

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 5, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, OR 97128

Attn: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts: 8060, 8146, 8222, 8236, 8383, 8384, 8388

We received your safekeeping receipt 150267 for certificate #270142, $440,500. The Safekeeping receipts for matured certificates 256803, $15,000, and 270020, $287,500 are enclosed.

The above transactions affect securities deposited in lieu of retainage on our contracts with J.C. Compton as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8060	$ --	$ 7,500.00	($ 7,500.00)
8146	26,000.00	30,000.00	(4,000.00)
8222	22,000.00	65,000.00	(43,000.00)
8236	220,500.00	144,000.00	76,500.00
8383	12,000.00	—	12,000.00
8384	15,000.00	—	15,000.00
8388	83,000.00	—	83,000.00
8199	62,000.00	56,000.00	6,000.00
Total	$440,500.00	$302,500.00	$138,000.00

Authorization to reduce securities in lieu of retainage on contracts 8059/60 by $32,500 was given in my letter to you of September 29, 1976. Replacement of certificate #270020 by certificate 270142 results in a $7,500 decrease. Therefore, $25,000 is available for transfer from contract 8060 to contract 8146.

Also, retainage requirements on contract 8222 have been further reduced to $5,000. At any time, $31,000 may be released to the contractor or applied to other contracts.

Vernon E. Skoog
Controller

By ______________________________
Janice H Peterson
Contract Payments Executive

cc: J.C. Compton

bc: C.W. Head ✓ R. Cchurch C. Barrett

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

Rulien FAS 253
Doug Co

CON 5

672-6658
~~xxxxxxx~~

October 27, 1976

Mr. George Grubb
Director of Public Works
Dept. of Public Works
Douglas County
Courthouse - Room 219
Roseburg, OR 97470

Dear Mr. Grubb:

This will acknowledge your letter of October 19, 1976, requesting that the new matching ratio (86-14) be applied to your on-going FAS-C Rock Creek-Steamboat Section of the North Umpqua Highway.

As explained by telephone, the State of Oregon has an agreement with FHWA for one year (June 30, 1976 to June 30, 1977) whereby the new ratio will be appropriate. Projects finalized within this period of the agreement can be adapted to the new ratio . The agreement can be extended year by year if FHWA concurs.

Your project, if completed as per the calendar work days would be completed July 8, 1977. This could pose a problem if the agreement is not extended one year.

Your formal request is being forwarded to the Program Management Section for appropriate action, with Region's recommendation that your request be approved under the above terms.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GC/slc

cc: L.W. Rulien ✓
Jack McCormick
Vern Shull

PROJECT MANAGEMENT
NOV - 1 '76

FOR

Info	Investigate	R/D	Action	File	Letter	See me
			✓			

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☑ HPW ☒ CE ☐ RE ☑ RPE ☐

DOUGLAS COUNTY

DEPARTMENT OF PUBLIC WORKS
GEORGE E. GRUBB, DIRECTOR
ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 672-3311, EXT. 219

W. C. "BILL" BOWNE
SPECIAL STUDIES
ROOM 123, COURTHOUSE
EXT. 121

JAMES F. GOSSON, ASST. DIRECTOR
ENGINEERING
ROOM 123, COURTHOUSE
EXT. 121

H. NILE HOOVER, ASST. DIRECTOR
HIGHWAY MAINT. & CONST.
2586 N E. DIAMOND LAKE BLVD.
(503) 672-3391

October 19, 1976

Mr. Glen Clark
Regional Federal Aid Engineer
Oregon State Highway Dept.
1523 S.E. Cobb Street
Roseburg, Oregon 97470

RE: Federal Aid Match Ratio

Dear Sir:

In accordance with a letter received from F. B. Klaboe dated October 14, 1976, Douglas County respectfully requests that the matching ratio on the Rock Creek-Steamboat Section of the North Umpqua Highway FAS 253 be changed from 78% Federal - 22% local to 86% Federal - 14% local.

Very truly,

George E Grubb

GEORGE E. GRUBB,
Director of Public Works

GEG:msb

Cy. To: Loux
Haeck

RECEIVED
COUNTY & CITY SECTION
NOV 1 - 1976
☐ ENGR. ☐ COOR. ☑ DE ☐ AE ☐ BE
☑ UPE ☒ CE ☒ RE ☐ RPE ☐

Douglas
FAS 253

OREGON STATE HIGHWAY DEPARTMENT

Form A-101—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to:
Douglas County
Board of Commissioners
Courthouse

Roseburg, OR 97470

Attention of
Mr. George Grubb
County Engineer

Request No. (assigned by staff engineer or head of division) cc 1643

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Preliminary Engineering Advance Deposit $1,800.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the preliminary engineering for the Rock Creek-Steamboat Bridge section, FAS 253 Covered by agreement dated 11/25/75		1,400.00
		To be retained		$ 400.00

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: ~~510-1957-297~~ 76 55 - 900
If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 1,800.00	Submitted by: Harold Reynoldson Harold Reynoldson
Is this a partial or final request for billing? Partial	Approved: Division Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	
Give the number of the last previous request in connection with this same service.	Approved: George N Hopkins G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the [illegible]

OREGON STATE HIGHWAY DEPARTMENT

Form A-181—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Douglas Co. Bd. of Commissioners
Courthouse
Roseburg, OR 97470

Attention of Mr. George Grubb
County Engineer

Request No. (assigned by staff engineer or head of division) cc 1600

Date August 16, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: (Construction) Advance Deposit $116,100.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of the Rock Creek-Steamboat Section FAS 253 Covered by agreement dated 11/25/75		$ 93,100.00
		To be retained		$ 23,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 116,100.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 510-1066-297

Submitted by: Harold Reynoldson
Harold Reynoldson

Approved:
Division Engineer

Approved: George N. Hopkins
G. N. Hopkins Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

Fas 258
Rulien
Doug Co

CON 5

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. George Grubb
Director of Public Works
Douglas County Courthouse
Roseburg, OR 97470

July 8, 1976

Dear Mr. Grubb:

This will acknowledge receipt of a check (Number 18472) dated 6/30/76 in the amount of $116,100 pertaining to your FAS-C Project No. RS-14(13), Rock Creek-Steamboat Section on the North Umpqua Highway.

The Project Management Section was notified by telephone of the arrival of this check so that the award of the contract can be expedited.

By a copy of this letter, this check is being forwarded to Mr. Skoog, Controller, Finance Branch, for routine handling.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

GLEN L. CLARK
Regional Federal-Aid Engineer

Awarded
7-8-76

GC/slc

cc: L.W. Rulien ✓
V.E. Skoog
Jack McCormick
Vern Shull

RECEIVED
COUNTY & CITY SECTION
JUL 12 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

PROJECT MANAGEMENT
JUL -9 '76
REFER TO: R
File

Info	Investigate	R/D	Action	File	Letter	[illegible]

fas 253
Doug Co

bc: w/att: Glen Clark-Upon receipt of county's check notify Carl Nelson at 378-6563, attach copy of notification of advance deposit N. AD-212 and submit to Finance Branch.

June 29, 1976

Douglas County
Board of Commissioners
Courthouse
Roseburg, OR 97470

Attn: Mr. George Grubb
Director of Public Works

Gentlemen:

On June 24, 1976, a satisfactory bid was received from the J. C. Compton Company, P.O. Box 86, 1305 Lafayette Avenue, McMinnville, Oregon 97128 for the Rock Creek-Steamboat Section on the N. Umpqua Hwy., FAS 253. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$924,267.50
Temporary Erosion Control	1,500.00
Job Trainee	1,600.00
State Responsibility for Damages	2,500.00
4½% Contingencies	41,844.04
9% Engineering	83,688.08
Estimated Total Cost	$1,055,399.62

County's Advance Deposit:

11% of $1,055,399.62 = $116,093.96 or say $116,100.00

Please make your check in the amount of $116,100.00 payable to the Oregon State Highway Division and send it to Mr. Glen Clark, Region 3 Federal Aid Engineer, P.O. Box 1128, Roseburg, 97470.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

HR:dp

☐ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

CARD 1

Oregon State Highway Division

NOTIFICATION OF ADVANCE DEPOSIT

AD 212

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference ______
Invoice No. ______
Date Recd. ______

Depositor Douglas County

Amount $116,100.00

Section Responsible for Monitoring Project Region 3

Estimated Completion Date May 1, 1977

Purpose Advance deposits for the construction of the Rock Creek-Steamboat Section

Other Information (File #, FA Project, etc.) FAS 253 RS-14(13)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other ______

B. Billing Made by Finance Branch Based Upon Contract Payments -

---

NOTICE OF ADVANCE DEPOSIT RECEIVED

AD 212

To:

ACCOUNTING ONLY
Reference *DOUGLAC*
Invoice No. *1378*
Date Recd. *7-12-76*
Deposit Amt. *$116,100.00*

Depositor Douglas County

Remarks $116,100 advance deposit for the construction of the Rock Creek-Steamboat Section, FAS 253 RS-14(13)
510-1066-297

Received by *CE - Ledgers + Revenue*

Form 81-734-1382

Reference ______
Invoice No. ______
Date Recd. ______
Deposit Amt. ______

Depositor Douglas County

Remarks $116,100 advance deposit for the construction of the Rock Creek-Steamboat Section, FAS 253 RS-14(13)
510-1066-297

Received by ______

Form 81-734-1382

FAS 253
Doug Co

May 11, 1976
(date)

RECEIVED
COUNTY & CITY SECTION
MAY 27 1976
☐ ENGR. ☐ COOR. ☐ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

Douglas County Board of Commissioners
Courthouse
Roseburg, OR 97470

In order to comply with requirements of the Federal Highway Administration covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Unit State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 253, N. Umpqua Highway County Road

Section Rock Creek-Steamboat: Grade-Pave-Guardrail

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

May 19, 1976
(date)

By

By
Commissioner

By
Commissioner

cc: Duane Ridings
(Proj Mgt)

OREGON STATE HIGHWAY DI ION
State Highway Building, Room 203
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
MAY 21 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☑ RPE ☐

Attention: County-City Unit

Subject: Federal Aid Project No. RS-14(13)
Project Name Rock Creek-Steamboat Bridge Section
N. Umpqua Highway Co. Road, FAS 253

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Roseburg, Oregon, this 19th day of May, 1976

County of Douglas

Chairman

Ray E Doern
Commissioner

Commissioner

C.C. John Oaks

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

OREGON STATE HIGHWAY DI ION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. RS-14(13)
Project Name Rock Creek-Steamboat Bridge Section
N. Umpqua Highway Co. Road, FAS 253

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OR

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Signed at Roseburg, Oregon, this 19th day of May, 1976

County of Douglas

Chairman

Ray E Do
Commissioner

Commissioner

Instructions: Complete A or B and C.
R/W File No.
Rev. 1/76

8383

45

PRO 6-2

Salem
May 12, 1976

ORIGINAL SIGNED BY
L. W. RULIEN

L. W. Rulien
Project Management Engineer

MEMO TO FILE

Location/Design Approval
Project No. RS-14(13)
Rock Cr.-Steamboat Sec.
North Umpqua Hwy. (ORE 227)
Douglas County

It is our contention that location/design is not a factor in the development of the subject project on FAS Route No. 253 based on the following facts:

(1) The improvement is solely resurfacing, widening existing lanes and adding auxiliary lanes.

(2) The improvement will not have an adverse effect upon abutting real property.

(3) The improvement will not change the layout or function of connecting roads.

JLG:bb

cc: G. L. Green, FHWA
E. S. Hunter
F. E. Terpin
J. H. Versteeg
Alfred Shirley, Jr. (Region 3)
D. E. Swan
W. Wakerlig

fas 253
Doug Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 16, 1976

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

TO: Alfred Shirley, Jr.
Region 3 Engineer

SUBJECT: Surfacing - Guardrail
Rock Creek-Steamboat Section
FAS 253 (North Umpqua Highway)
Douglas County

This office reluctantly agrees to specify Type "C" or "B" asphaltic concrete for the 1-1/2" overlay on the Rock Creek-Steamboat Section, FAS 253 (North Umpqua Highway) in Douglas County. The Design and Location Sections of the Highway Division recommend the use of open graded "C" modified mix as being more flexible with an anticipated longer service life. Our logic did not convince the Douglas County Engineer that the modified "C" mix was a superior product.

Our contract plans will show 61 Type "B" end sections and 61 Type 2 guardrail anchors on this project. If, on a location by location analysis and review, the rail can be extended as we discussed, the terminal anchors may not be required. We and the FHWA share a joint concern that the guardrail end treatment will minimize possible hazards to the highway user.

JHV:jh
cc: Glenn Hossner, FHWA
George Grubb, Douglas County
Frank E. Terpin
L. W. Rulien
C. T. Keasey
Clarence Gregg
D. O. Christensen

RECEIVED
COUNTY & CITY SECTION
APR 28 1976
☐ ENGR. ☐ COOR. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT
APR 27 '76
REFER TO R
FOR

Info	Investigate	R/D	Action	File	Letter	See me

UNIT STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Umpqua National Forest
P.O. Box 1008
Roseburg, Oregon 97470

April 16, 1976

REPLY TO: 2820 Special Use

SUBJECT: Amendment No. 1, BPR Quarry Site, Permit dated 7/30/76

TO: Mr. George E. Grubb
Douglas County Public Works Department
Room 219 - Courthouse
Roseburg, OR 97470

Enclosed are the original and duplicate copies of Amendment No. 1 showing changes in Clause 1 and Clause 36. This amendment also encloses the new development and restoration plan approved by the Forest Service, as of April 15, 1976, to be used as a substitute for the plan attached to the original basic permit.

Please return both amendments (original and duplicate copies) to this office for approval action. An approved copy will be returned for your record.

Kent T. Churchill
KENT T. CHURCHILL
Acting Forest Supervisor

Enclosure

RECEIVED
APR 19 1976
DOUGLAS COUNTY ROAD DEPT.

Note - sent orig & copy back to USFS 4/19/76 for approval action!
mat

RECEIVED
COUNTY & CITY SECTION
MAY 17 1976
☐ ENGR. ☐ COOR. ☑ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

Two Copies to Don Trout
5-20-76

United States Department of Agriculture Forest Service AMENDMENT #1 FOR SPECIAL USE PERMIT Ref: FSM 2714	a. Record no. (1-2) 70	b. Region (3-4) 06	c. Forest (5-6) 15
	d. District (7-8) 05	e. User number (9-12) 1200	f. Kind of use (13-15) 422
THIS AMENDMENT IS ATTACHED TO AND MADE A PART OF THE ☒ TERM ☐ ANNUAL PERMIT	g. State (16-17) 41	h. County (18-20) 019	k. Card no. (21) 1

For Quarry Site issued to
(KIND OF PERMIT)

Douglas County Public Works Department, on 7/30/75
(NAME OF PERMITTEE) (DATE OF PERMIT)

which is hereby amended as follows:

Clause # 1 is amended to read, "construction, if any, shall be completed by no later than December 31, 1979 from the date of the permit."

Clause #36 is deleted in its entirety and new clause #36 is substituted as follows:

Unless sooner terminated or revoked by the Regional Forester, in accordance with the provisions of the permit, this permit shall expire and become void on December 31, 1979, but a new permit to occupy and use the same National Forest land may be granted provided the permittee will comply with the then-existing laws and regulations governing the occupancy and use of National Forest lands and shall have notified the Forest Supervisor not less than two months prior to said date that such new permit is desired.

Development and Restoration plan approved by Forest Service, as of 4/15/76 is hereby attached and substituted for plan attached to basic permit.

This Amendment is accepted subject to the conditions set forth herein, ~~and to conditions~~ ~~attached hereto and made a part of this Amendment.~~

PERMITTEE	NAME OF PERMITTEE DOUGLAS COUNTY PUBLIC WORKS DEPARTMENT	SIGNATURE OF AUTHORIZED OFFICER TITLE Pb Wks Dept	DATE April 19, 1976
ISSUING OFFICER	NAME AND SIGNATURE	TITLE Acting Forest Supervisor	DATE

GPO 925-202

2700-23 (3/72)

United States Department of Agriculture Forest Service AMENDMENT #1 FOR SPECIAL USE PERMIT Ref: FSM 2714	a. Record no. (1-2) 70	b. Region (3-4) 06	c. Forest (5-6) 15
	d. District (7-8) 05	e. User number (9-12) 1200	f. Kind of use (13-15) 422
THIS AMENDMENT IS ATTACHED TO AND MADE A PART OF THE ☒ TERM ☐ ANNUAL PERMIT	g. State (16-17) 41	h. County (18-20) 019	k. Card no. (21) 1

For Quarry Site issued to
(KIND OF PERMIT)

Douglas County Public Works Department, on 7/30/75
(NAME OF PERMITTEE) (DATE OF PERMIT)

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This Amendment is accepted subject to the conditions set forth herein, ~~and to conditions~~ ______ to ______ attached ~~hereto and made a part of this amendment~~

PERMITTEE	NAME OF PERMITTEE DOUGLAS COUNTY PUBLIC WORKS DEPARTMENT	SIGNATURE OF AUTHORIZED OFFICER TITLE Public Works Director	DATE April 19, 1976
ISSUING OFFICER	NAME AND SIGNATURE	TITLE Acting Forest Supervisor	DATE

GPO 923-202 2700-23 (3/72)

CORRIDOR-DESIGN PUBLIC HEARING
APRIL 15, 1976

ROCK CREEK-STEAMBOAT BRIDGE SECTION
NORTH UMPQUA HIGHWAY
DOUGLAS COUNTY

GEORGE GRUBB: Good Evening ladies and gentlemen. It is 7:30 P.M. and time for this hearing to begin. I am George Grubb, Public Works Director for Douglas County. My office is here in Roseburg and I am the Hearing Officer for this meeting.

At this time, I would like to introduce the people at the head table with me. On my left is Bud Shirley, Regional Engineer of the Oregon State Highway Department and Mr. Eb Engleman Regional Environmentalist for the Oregon State Highway Department.

The formal hearing this evening covers the combined corridor-design features for the Rock Creek-Steamboat Bridge Section of the North Umpqua Highway in Douglas County.

Informal sessions were held yesterday in Room 219 of the courthouse and here in this room this afternoon with Douglas County and State Highway Division Engineering personnel being available to discuss design elements for this section of the North Umpqua Highway.

These hearings are conducted in accordance with U.S. Department of Transportation Federal Aid Highway Program Manual, Volume 7, Chapter 7, Section 5 dated December 30, 1974.

I would like to announce at this time that additional statements or exhibits may be submitted within ten days from this hearing. These should be sent directly to the Douglas County Board of Commissioners, Douglas County Courthouse, Roseburg, Oregon. The Zip Code is 97470.

I would also like to advise you that after evaluation of statements included in the transcript, information developed concerning the proposed design will be available for public inspection and copying at the Douglas County Courthouse in the office of the Public Works Director.

When you entered the room this evening, you were handed a white card and a map of the proposal. Does everyone have one of the cards? If you have not done so, please take time now to fill out the card and indicate on it if you do or do not wish to make a statement. The cards will be picked up and you will be called on, if you have indicated a wish to make a statement.

If you wish to make a statement this evening, please come to the microphone. This will simplify and improve the recording of all the statements. Everyone who hands in a card will receive a copy of the transcript whether you make a statement or not.

There may be some of you here who were unable to be here for the informational sessions, and if you have any questions regarding the proposal, we have people with detailed maps and they will be glad to answer your questions out in the hall adjacent to this hearing immediately following the close of this meeting.

This project will be constructed under the provisions of the Federal Highway Act of 1973. The North Umpqua Highway is a part of the Federal Aid Secondary system. The funds for the project are provided on a sharing basis with 78% Federal funds, 11% State funds and 11% County funds.

Some background data should perhaps be given to you regarding this section of highway. The Rock Creek-Steamboat Bridge section of the North Umpqua Highway was constructed in stages in the early 1950's by the Bureau of Public Roads. That agency is now known as the Federal Highway administration.

During 1975 the traffic on this section of highway averaged 1250 vehicles daily, approximately 35% being trucks. By 1994 the traffic is expected to average 2000 vehicles daily. As this is a recreation route, the daily averages vary with the seasons; for instance, the January traffic averages 530 vehicles daily with the August traffic averaging 1900 vehicles daily. The highest daily count was 4600 vehicles on the first Sunday of fishing season in 1974.

During the period 1970 through 1974 there were three fatalities and 12 persons were injured in accidents on this section of highway.

Contrary to the impression you may have received from our Hearing Map, the work proposed on the North Umpqua Highway under this proposal is not "new" construction as the title implies, but rather an upgrading of an existing facility. I will now ask Mr. Shirley to briefly describe the proposal. Mr. Shirley.

BUD SHIRLEY: The proposed project will upgrade a 16.5 mile section of the North Umpqua Highway between Rock Creek and Steamboat Creek. This will be accomplished by minor widening and overlay of the existing highway, paving turnout areas for parking, constructing left-turn refuges at Fall Creek Park and Steamboat Creek Road, and by providing passing lanes in the vicinity of the Susan Creek State Park.

The proposed facility will be a two-lane highway with a minimum width of 26 feet. The horizontal and vertical alignment will be the same as the line and grade of the existing highway. However, as I stated previously, the roadway will be expanded, wherever possible, to provide paved parking areas along the river and left-turn refuges at Fall Creek Park and Steamboat Creek Road intersection. Passing lanes will be constructed in the vicinity of the Susan Creek State Park and guardrail will be installed at critical locations.

Present access points will be connected to the new facility.

Any signing or lighting necessary to protect the public during construction will be included in the project.

A separate bikepath was not considered for this project as the cost of providing this service would be disproportionate to the probable use. Any touring cyclists through the area should be able to safely negotiate the expanded facility.

The project is to be constructed within the existing right-of-way; therefore, no families, businesses, farm operations or nonprofit organizations would be displaced. No additional right-of-way will be required.

The material source (rock quarry) for the project will be approximately one mile from the easterly end of the project on Steamboat Creek Road. The development and reclamation of the site will be governed by Federal, State and local government regulations.

GEORGE GRUBB: Thank you Bud.

I will now ask Mr. Eb Engleman to outline the environmental aspects of the proposed project. Mr. Engleman.

EB ENGLEMAN: As we do with all such projects we have prepared an assessment for this one and the assessment has been processed through the State Highway Division. We find the project well within guidelines for Non-Major Projects (FHPM 7-7-2). This simply means that no further documented document will be prepared. Actually a hearing was not required but is being held because of the sensitive nature of corridor, we felt it best to have a hearing. There will be some impacts as indicated in the assessment. Most of it will be short-termed and construction-related. There will be some light clearing and grubbing of vegetation along the side of existing roadway. There will be a little grading on adjacent right-of-way. Some slopes will be groomed and there will be some surface draining adjustments. Again we are going to strive for a minimum width of 26 feet which does not exist in quite a number of places so there will be some light work along the edges of the present roadway. There will also be some impacts in the sense of stage construction, some slow downs for traffic and some traffic control. There will be quite a number of discordant views maybe some unattractive and distractive views during the construction but these will be mostly short-termed and should recover pretty well within a year or two of construction. The contract will leave the project with a groomed appearance in any case. Again the assessments are available. It is a public document and I will be glad to discuss any other questions there might be after the hearing.

GEORGE GRUBB: Thank you Eb.

Before we go on to the public statements I would like to recognize some additional people here tonight --Kent Churchill with the Umpqua National Forest, Don Kobelin with the Bureau of Land Management -- Jerry Bauer with the State Wildlife Commission and Tom Keel with the County Parks Commission.

I am now asking for statements from you, the audience, on the proposal. No cards were turned in. Is there anyone here who wishes to make a statement for or against the proposal. Hearing no offers for statements, I would like to tell you again that additional statements may be submitted within ten days from this hearing and should be sent directly to the Douglas County Board of Commissioners, Douglas County Courthouse, Roseburg, Oregon 97470.

I thank you for your interest and attention and this hearing is officially closed at 7:44 P.M. April 15, 1976.

FAS 253

Salem, Oregon
April 13, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Alfred Shirley
Region 3 Engineer

Rock Creek-Steamboat Bridge Sec.
Umpqua Highway
Douglas County

We have reviewed and discussed with the FHWA Douglas County's requests for revisions to the subject plans as outlined in their letter to Mr. V. E. Shull dated 4-2-76 (attached) and have arrived at the following decisions.

1. We do not approve of the removal of the Type 2 guardrail anchors. The FHWA concurs that they be installed.
2. Guardrail installations at the east end of the Steamboat Bridge will be eliminated. Those at the west end will be installed. The FHWA has indicated that since they have funds involved in this project appropriate safety installations should be constructed.
3. We do not approve of revising the Type "B" guardrail end pieces to Type "A".
4. We have modified roadway section B to show 10' minimum instead of the 10' shown.
5. The stockpile site for the overburden material from the quarry has been shown on the plans.

A field review is scheduled with Mr. J. X. Wilson to resolve the overlay treatment.

DOC:jh
cc: V. E. Shull (w/letter)
J. X. Wilson
W. E. Cole (w/letters)

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 13 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 7, 1976

Vernon E. Shull

FROM: Vernon E. Shull
Resident Engineer

SUBJECT: Preliminary Plans (Revised)
North Umpqua Highway
Rock Creek - Steamboat Br.

TO: Duane O. Christensen
Final Design Engineer
Salem

Enclosed please find one set of Preliminary Plans (Revised) for the above section.

Also, enclosed is a letter from the Douglas County Department of Public Works with Mr. Gosson's comments.

I agree with all of the County's modification requests. Number six (6) is already incorporated in the plans.

In addition I request the addition of eleven (11) inches of A.C. at the edges of the present pavement and passing lanes be deleted. I believe the shoulder and passing lane pavement, on the original typical sections, to be adequate. As shown on the "Revised" typicals the excavation would be very expensive, placing and compaction of the A.C. would be very expensive, and I believe the design is quite unnecessary on this particular highway. This highway was a cut and fill situation of nearly 100% solid rock.

The county has plans for future work on the Steamboat Bridge ends, but prefer to do the work with their own forces. They do also have plans to improve the highway above Steamboat Bridge and installing bridge connections and guardrail at this time would conflict with their plans.

cc: Alfred Shirley, Jr.

REFERRED TO
___Beard___ ___Reed___
___Cole___ ___Semple___
✓ Eriksen___ ___Watson___
___Hager___ ___Wolfe___
[✓ Return] Discuss Do File Copy Due___
BY FINAL DESIGN ENGINEER

NOTED
D. O. Christensen

DOUGLAS COUNTY

DEPARTMENT OF PUBLIC WORKS

GEORGE E. GRUBB, DIRECTOR
ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 672-3311, EXT. 219

W. C. "BILL" BOWNE
SPECIAL STUDIES
ROOM 123, COURTHOUSE
EXT. 121

JAMES F. GOSSON, ASST. DIRECTOR
ENGINEERING
ROOM 123, COURTHOUSE
EXT. 121

H. NILE HOOVER, ASST. DIRECTOR
HIGHWAY MAINT. & CONST.
2586 N. E. DIAMOND LAKE BLVD.
(503) 672-3391

April 2, 1976

Versteeg
Olson
[illegible] Dre
Savage
Trout

RECEIVED
APR 8 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Mr. Vernon E. Shull, Resident Engineer
Oregon Highway Division
1243 S.E. Stephens
Roseburg, Oregon 97470

Re: North Umpqua Highway #4
Rock Creek to Steamboat
Creek Section

Dear Vern,

A review of the preliminary plans of the subject project has been made by this office and the following modifications are requested:

1. Delete all Type 2 guardrail anchors, (61).
2. No — Delete all Type 3 guardrail, (100 feet).
3. two [illegible] — Delete 4 Type "B" guardrail end pieces, (Steamboat Creek Bridge).
4. No — Substitute Type "A" guardrail end pieces in lieu of Type "B", (57).
5. Modify roadway section B to reflect a varying dimension with 10 feet minimum, in lieu of the 10 feet dimension as shown.
6. Overburden material from the quarry site may be stockpiled at the location shown on the attached sketch. This material will eventually be used for the quarry site reclaimation work, and will be by county forces.

If you should have any questions, please contact this office.

Very truly yours,

James F. Gosson

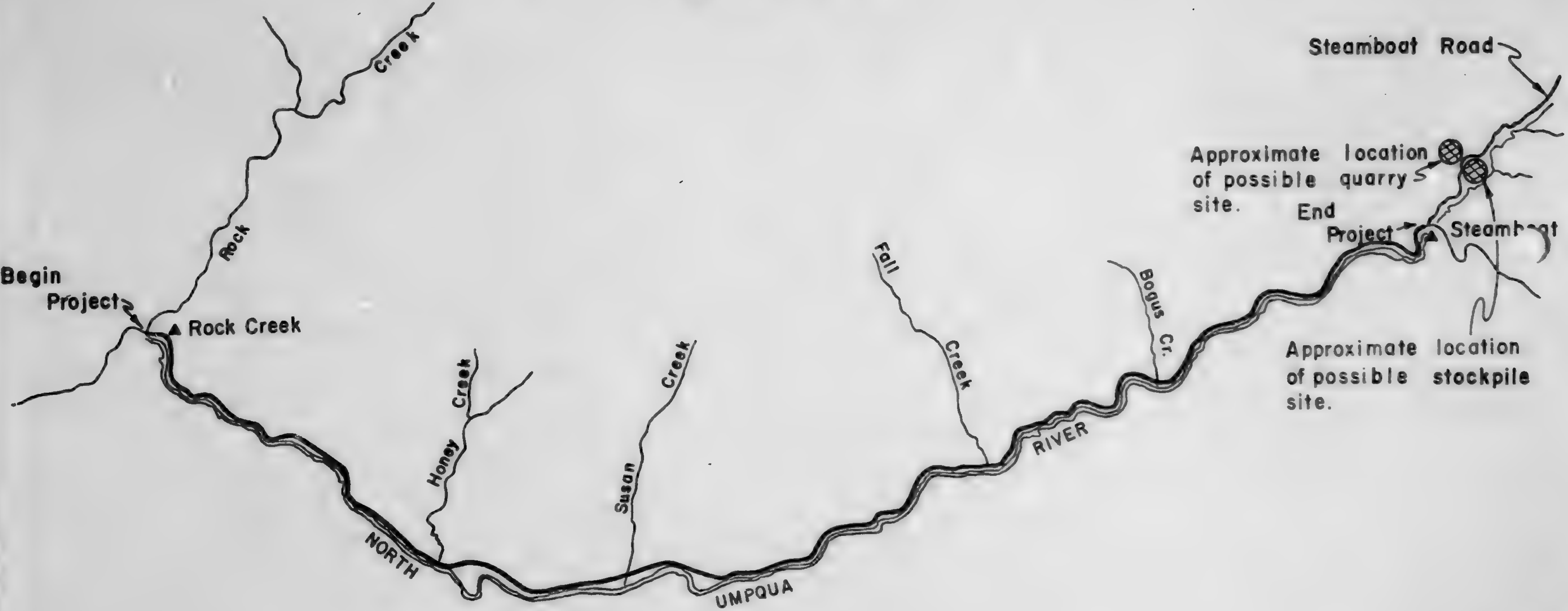
James F. Gosson, P.E.
Assistant Director of Public Works

JFG:cb

Enclosure

cc: George E. Grubb
H. Nile Hoover

ROCK CREEK — STEAMBOAT BRIDGE SECT.
N. UMP. HWY.


Steamboat Road
Approximate location of possible quarry site.
End Project
Steamboat
Approximate location of possible stockpile site.
Begin Project
Rock Creek
Rock Creek
Honey Creek
Susan Creek
Fall Creek
Bogus Cr.
NORTH UMPQUA RIVER

FAS
953

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 9, 1976

J. X. Wilson

FROM: J. X. WILSON
Regional Construction Engr.

TO: J. H. Versteeg
Road Design Engineer

Atten: D. O. Christensen

SUBJECT: Preliminary Plan Review
Rock Creek-Steamboat Br. Sec.
North Umpqua Highway
Douglas County

Confirming our telephone conversation, Region recommends a maximum of 4 inches of base in widened areas. Any additional A.C. quantities available should be aimed at full width overlay.

With respect to attached recommendations from Douglas County and Vern Shull, we suggest the following:

Items 1 and 2: If this meets minimum safety requirements, we have no objections.

Items 3 and 4: Type "B" end pieces should be called for as per plan.

5. We have no particular comment.

6. We have no objection to the proposed stockpile location. A sketch is included in the plans.

If the county prefers to defer guardrail at Steamboat Creek Bridge, maybe this is their prerogative. However, if it were to be my decision, I would want guardrail approaches to at least the westerly end of the structure.

One further item is the proposal to do widening on one side only. A field check shows this is not feasible.

JXW/cw
Attach.
cc George Grubb
Vern Shull

REFERRED TO
Beard ____ Reed ____
✓ Cole WEE Sample ____
Eriksen ____ Watson ____
Hager ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
____ Olson ____
2 Christensen Doc
____ Scott ____
____ Swenson ____
____ Savage ____
____ Trout ____

RECEIVED
APR 12 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ____
Other ____

8383

13

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Rock Creek-Steamboat

Highway: F.A.S. 253

County: Douglas

Prefix: 510-1957

Res. Engr:

Date March 24, 1976

Traffic Coefficient 8.9

18 kip s.a. per day 228.6

R value 6

Frost Penetration - - -

CBE Total Requirement 29.5"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Application)	4.0"
1.5"	A.C.W.S. (Mod. Class "C")	3.0"
11.0"	A.C.B. Class "C"	22.0"
14.5"		29.0"

NOTED
E. S. HUNTF

OVER EXISTING ROADWAY

2.0"	A.C. (Final Application)
1.5"	A.C.W.S. (Mod. Class "C") with an extra allowance of Cl. C A.C. for level.

1.0" Asphaltic Concrete Wearing Surface & Base =2.0" Aggregate Base
1.0" Cement Treated Base =1.8" Aggregate Base
1.0" Plant Mix Bituminous Base =1.8" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base =1.8" Aggregate Base
1.0" Soil Cement (Existing Roadway Material) =1.5" Aggregate Base
1.0" Oil Mat =1.1" Aggregate Base
1.0" Lime or Cement Treated Subgrade =1.0" Aggregate Base
1.0" Aggregate Subbase =0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

RECEIVED
STATE HWY ENGR
APR 5 '76
REFER TO
FOR
Info | Inves | R/O | D/R | Sign | Act | File

8383

13

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. RS-14(13)

STATE PROJECT NO. Rock Cr-Steamboat Br Sect.

COUNTY NAME Douglas

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. RS-94

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO [illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED 3/17/76

DATE AUTHORIZATION EFFECTIVE 3/17/76

FEDERAL ROUTE NUMBER Secondary Route 253

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

County Road 0.2 miles east of Idleyld Park east 16.7 miles

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering, grade, pave, and guardrail.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION including utility preparatory work at an estimated cost of $3,000, Federal funds $2,300
☐ OTHER (*Specify*)

☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 3/17/76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's 3/9/76 letter you are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $1,347,000, Federal funds $1,050,660 in accordance with the provisions of your approved Secondary Road Plan. If you subsequently find that texceptions to the procedure will be needed or that your proposed design standards for this project are lower than the minimum design standards as approved May 13, 1970, this office should be notified of such proposed exceptions and reasons thereof.

DATE 3/17/76

SIGNATURE OF APPROVING OFFICIAL G. K. Hassner Jr

TITLE Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon
DATE: 3/17/76
BY (Signature): L.W. Rulien's letter of 3/9/76
TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______
STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
34	RS-14(13)	16.7	1,350,000	1,052.960	Location Rock Creek-Steamboat Bridge Section Douglas County State of Oregon Work Preliminary Engineering, high-type pavement & guardrail including utility preparatory work and adjustments.

RECEIVED
STATE HWY ENGR
MAR 26 '76
REFER TO Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3/17/76	G.L. Green, Division Administrator

*Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915.090

fas 253
Doug Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
March 12, 1976

Donald L. Trout

FROM: Donald L. Trout
Design Office Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Material Source in Umpqua National Forest
Rock Creek-Steamboat Bridge Sec.
FAS 253-N. Umpqua Highway
Douglas County

RECEIVED
COUNTY & CITY SECTION
MAR 15 1976
☐ ENGR. ☐ COOR. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

The material source is near Steamboat in an environmentally sensitive area. Douglas County prepared a development plan and obtained a special use permit. The development plan calls for extensive restoration work to be done. Mr. Bud Shirley informs me that the restoration work is to be done by Douglas County at some future time after more material is removed and should not be made a part of this project. Mr. Shirley has a letter from the County stating they will be responsible for the restoration work. We should stockpile the overburden during this operation for the County's future use. Correspondence indicates the FHWA may not be aware of this because they have requested the restoration work be made a part of the project.

Several things must be taken care of before we are in the clear on this source. They are:

1. Douglas County still has to offer the opportunity for a public hearing. They are apparently preparing their notice at this time. This will take at least 30 days. Should a hearing be requested more time would be required.
2. The FHWA must be satisfied concerning the restoration of the site.
3. Since the restoration work is to be done by the County later on this should be made clear in the project assessment.

The Department of Geology and Mineral Industries does not require a permit on U.S. Forest Service land. Douglas County has requested that the project be contracted prior to the end of June 1976 because the funds they have budgeted will expire then.

DLT:jh
cc: Gary Potter
L. W. Rulien
Alfred Shirley
Duane Christensen
C. G. Swenson

Prange

PROJECT MANAGEMENT
MAR 15 '76
REFER TO R
FOR
Info
Investigate
R/D
Action
File
Letter
See me

2323

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
March 11, 1976

FILE: LOC 17

Alfred Shirley

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: Donald L. Trout
Design Office Engineer

SUBJECT: Rock Creek-Steamboat Br. Sec.
North Umpqua Highway
Douglas County

As discussed with you on the telephone this date, it is the recommendation of this office that the placing of the overburden back over the quarry not be a part of the reclamation plans for the material site on the subject project. The Forest Service and Douglas County have plans to utilize this quarry on future projects.

Douglas County will furnish this office with a map and a plan for the immediate disposal of the overburden and we will submit this as soon as it is received.

AS/cw

cc Vern Shull
George Grubb

1 Versteeg
Olson
2 [illegible] Dc
Scott
Swenson
Anderson
3 Trout

RECEIVED
MAR 12 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return to
Bring up
Other

DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS
GEORGE E. GRUBB, DIRECTOR
ROOM 219 – COURTHOUSE
ROSEBURG, OREGON 97470
(503) 672-3311, EXT. 219

W. C. "BILL" BOWNE
SPECIAL STUDIES
ROOM 123, COURTHOUSE
EXT. 121

JAMES F. GOSSON, ASST. DIRECTOR
ENGINEERING
ROOM 123, COURTHOUSE
EXT. 121

H. NILE HOOVER, ASST. DIRECTOR
HIGHWAY MAINT. & CONST
2566 N E. DIAMOND LAKE BLVD.
(503) 672-3391

March 4, 1976

Mr. Vern Schull
Oregon State Highway Department
Roseburg, Oregon 97470

Dear Sir:

This letter is to clarify the intent of restoration of the proposed Steamboat Quarry which is to be used for the Rock Creek-Steamboat Bridge section of the North Umpqua Highway.

It is not the intent to require the Contractor on this project to restore the quarry as shown on the restoration plan. The County does plan to use the same source for a similar project extending from Steamboat Bridge to Dry Creek. It is therefore not practical to restore the site when the Rock Creek-Steamboat Bridge project is completed.

The County will assume all responsibility for required restoration for this quarry at some time mutually agreeable to the County and the Umpqua National Forest.

Very truly,

George E Grubb
GEORGE E. GRUBB,
Director of Public Works

GEG:msb

ROSEBURG REGION
RECEIVED
MAR - 4 1976

[✓ RE]	[✓ RME]	[✓ RCE]	ROE	TE
RUE	DES	RSR	FILE	
ENV	FAE	RBI		

831

~~PRO 6-2~~ 75

March 9, 1976

TO: Mr. G. L. Green, Division Administrator
Federal Highway Administration

FROM: L. W. Rulien
Project Management Engineer

RE: Program Data Submission
Project No. RS-14(13)

We are submitting program data for one project, Item No. 94, Project No. RS-14(13), "Rock Creek-Steamboat Bridge Section", which we desire to have included in the Federal Aid Rural Secondary Highway Program.

This project has been selected by the Oregon Transportation Commission and local officials in cooperation with each other as required by the Federal Aid Act.

We request the following:

(1) Authorization, concurrent with program approval, to proceed with all phases of preliminary engineering at an estimated total cost of $3,000 with an obligation of $2,300 in federal funds.

(2) Authorization to proceed with actions necessary to advance to completion, in accordance with the provisions of our approved Secondary Road Plan, the physical construction of the project at a total estimated cost of $1,347,000 with an obligation of $1,050,660 in federal funds.

CL:sch

Enclosure

cc: Alfred Shirley (Region 3)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 9, 1976

CARD 2
REPORT NUMBER: 1
PROJECT LOCATION (45 typewriter spaces): Co. Rd., 0.2 mi. E. Idleyld Park, E. 16.7 mi.
ADT PRESENT: DHV 215 1,250
FUTURE: 2,000
YEAR: 96
REGION: 10
STATE NAME: Oregon

CARD 3
CHARACTER OF PROPOSED WORK (35 typewriter spaces): P.E., Gr., Pave, Guardrail
NATL. FOREST:
FH ROUTE NO.:
SUPV AGCY:
DA CLASSIF.:
DA AREA:
EMERG. YR.:
PL. AUTH YR:
PROJECT NUMBER — PREFIX LETTER(S): RS-
NUMBER: 14

CARD 4
CLASS OF FEDERAL FUNDS: Rural Secondary
COUNTY NAME: Douglas
CODE: 019
NAME OF URBAN AREA: ----
ROUTE NO. FEDERAL-AID: S 253
STATE: Co. Rd.
U.S.: --

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					**PE**			16.7	3,000	2,300	700	--
5					**ROW**							
5					**CONST** (CODE) 6201		"Rock Creek-Steamboat Bridge Section"	16.7	1,347,000	1,050,660	148,170	148,170 (Co.)
CARD 1	CODE 1	PREPARED BY CL					PROJECT TOTALS	16.7	1,350,000	1,052,960	148,870	148,170 (Co.)

PROGRAM APPROVAL DATES

REMARKS

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

March 9, 1976

OCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
, 0.2 mi. E. Idleyld Park, E. 16.7 mi.		DHV 215 1,250	2,000	96	10	Oregon	41	075	94

(35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
uardrail								RS-	14	(13)		

	COUNTY NAME	CODE	PROGRAM STAGE
Rural Secondary	Douglas	019	☐ 1 OR XX 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
----	S	253	Co. Rd.	--

ESTIMATED PROJECT COST BY PHASES

PE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
			16.7	3,000	2,300	700	--	P.E. all phases; Grade, drain H.T. pavement and guardrail for 26-ft. roadway. Utility adjustments required incl. prep. work.
W								
ST		"Rock Creek-Steamboat Bridge Section"	16.7	1,347,000	1,050,660	148,170	148,170 (Co.)	ROW - 100 Ft. min. Access Control - None. Parking Restrictions None.
CL		PROJECT TOTALS	16.7	1,350,000	1,052,960	148,870	148,170 (Co.)	

L DATES

REMARKS

- Over -

Rock Creek-Steamboat Bridge Section
Project No. RS-14(13)

Existing Facility

Roadway: 22-ft. A.C. surface with 0-8 ft. gravel shoulders.

Structures:

West End: Rock Creek Bridge #7904, 194 ft. RCDG, HC 26 ft.

East End: Steamboat Bridge #2737, 315 ft. Steel Girder, HC 26 ft.

Adjacent Sections

West End: 22-ft. A.C. surface with 4-ft. gravel shoulders.

East End: 24-ft. A.C. surface with 2-ft. gravel shoulders.

Project Data: Work under this project consists of the following:

(1) Preliminary engineering all phases.

(2) Construction consisting of grade, drain, high type pave, and installation of guardrail necessary to widen the existing facility to provide a minimum 26-ft. roadway with intermittent passing lanes and bays.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

Minimum Design Standards: FHWA approved minimum of 26-ft. roadway on October 1, 1975

Additional Right-of-Way: None required.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on February 27, 1976

IM 50-1-70 Requirements: Exempt from State Clearingh
Clearinghouse A-95 review u
ments.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Ac
(Category 3 Project)

(b) Location/Design - Not a factor in the developm

Control of Utilities: The State does not have, at t
authority to control the use of utilities on the
project. A State-County agreement is being prepar
paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a school bus, mail, log hauling
route.

Note:

(1) This project is in Congressional District No

(2) On-the-job trainees, as set forth in FHWA or
on this project will be determined at PS&E s
stipulated in the PS&E documents.

Rock Creek-Steamboat Bridge Section
Project No. RS-14(13)

e with 0-8 ft. gravel shoulders.

ge #7904, 194 ft. RCDG, HC 26 ft.

e #2737, 315 ft. Steel Girder, HC 26 ft.

ace with 4-ft. gravel shoulders.

ace with 2-ft. gravel shoulders.

project consists of the following:

all phases.

of grade, drain, high type pave, and
il necessary to widen the existing facility
-ft. roadway with intermittent passing

roads, Water Developments, Historical and
olved.

WA approved minimum of 26-ft. roadway on

e required.

nmajor action project concurred in by FHWA

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 6 Clearinghouse A-95 review under working agreements.

FHPM 7-7-5 Requirements:

(a) Public Hearings - None required under Oregon Action Plan (Category 3 Project)

(b) Location/Design - Not a factor in the development of this projec

Control of Utilities: The State does not have, at this time, the legal authority to control the use of utilities on the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Route Data: This is a school bus, mail, log hauling and recreational route.

Note:

(1) This project is in Congressional District No. 4.

(2) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.

5393

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 8, 1976

Donald L Trout

FROM: Donald L. Trout
Design Office Engineer

SUBJECT: Rock Creek-Steamboat Bridge Sec.
FAS 253-N. Umpqua Highway
Douglas County

TO: MEMORANDUM TO THE FILES

In reviewing a material source on this project it came to my attention that Douglas County has requested that the project be contracted by June 1976. This is because the funds they have will expire at the end of this fiscal year - June 30, 1976.

DLT:jh
cc: L. W. Rulien

1 Versteeg ✓
2 Olson
Copy Christensen 2
3 Scott
Copy Swenson
4 Anderson
Trout

RECEIVED
MAR 8 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

8383

Dist. 6 Contract #8383

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
March 4, 1976

FROM: L. W. Fulton
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Rock Creek-Steamboat Creek Sect.
North Umpqua Highway
Douglas County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

APPROVED
ESH
E. S. Hunter
Date 3-5-76

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 6 : J. C. McCormick

RECEIVED
STATE HWY ENGR
MAR 5 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: February 27, 1976

In reply refer to: 1041DB.3

SUBJECT: Oregon Project RS-14(-)
Rock Creek-Steamboat Creek
North Umpqua Highway
Douglas County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The additional information attached to Mr. Rulien's February 18 memorandum answers questions raised in my January 14 memorandum to you.

I understand that Mr. Shirley's February 5 interoffice correspondence to Mr. Potter will become a part of the original assessment. Therefore I now concur with your finding that the project constitutes a nonmajor action and the assessment as amended by Mr. Shirley's February 5 memorandum to Mr. Potter will be the only environmental document.

William H.

G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

RECEIVED
STATE HWY ENGR
MAR 3 '76
REFER TO
Rulien
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy Schroeder

PROJECT MANAGEMENT
MAR -3 '76
REFER TO
FOR
Info | Investigate | R/D | Action | File

RECEIVED
STATE HWY ENGR
MAR 5 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BEN GIFFORD

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 14, 1976

In reply refer to: 1041EC.1

SUBJECT: Oregon Project RS-14(-)
Rock Creek-Steamboat Creek
North Umpqua Highway
Douglas County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 5 memorandum and Mr. Ramjoue's January 5 memorandum has been reviewed. I do not concur with your finding that the project constitutes a non-major action.

Mr. Ramjoue's memorandum indicates that the materials source will be in the vicinity of Steamboat Creek and that a reclamation plan will be prepared. In an environmentally sensitive area such as this I would recommend that the exact source location be established and the reclamation plan be a part of project design and the contract plans. With this approach the resulting environmental impacts of the source could be properly assessed and the mitigation of such impacts could be assured.

In reassessing this project I would request that a positive commitment be made concerning any encroachment into the North Umpqua River and/or its tributaries and that an assessment of the resulting impacts be included.

In view of the public interest this project has received and recognizing the potential for more, I would strongly recommend that the opportunity for a public hearing be offered. I would also recommend that continuous consultation with the State and U. S. Fish and Wildlife Service be sought throughout the development of this project.

for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

PROJECT MANAGEMENT
JAN 16 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
STATE HWY ENGR
JAN 16 '76
REFER TO Rulien
FOR
Info | Invest | R/D | D/R | Sign | Act | File

cy Schroeder

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 16, 1975

A. PROJECT IDENTIFICATION

Name of Project Rock Creek-Steamboat Creek (Section) RS-14(-)

Location of Project - North Umpqua Highway, County Rd. No. 4, St. Route 138, FAS No. 253 (Highway Name) (Highway No., US - ORE)

E-NE of Roseburg (City) Douglas (County) III (Region)

Program FAS-C (Funding) $1,600,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Structurally upgrade the 16.5 mile section with an overlay and variable paving of shoulders, provide safety guardrail and left-turn channelization. Guard rail is to be placed at locations where a significant danger exists.

Origin and History: This section of the N. Umpqua Highway was completed in the early fifties by the Bureau of Public Roads. Douglas County assumed maintenance responsibilities shortly after completion. No Construction has been done in this section since its completion other than 1964 flood repair.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 16.5

Termini West end of project at east end of Rock Creek Bridge (M.P. 22.2)

East end of project at west end of Steamboat Creek Bridge (M.P. 38.7)

Alignment (new or existing) Existing

CATEGORY 3 PROJECT

NON-MAJOR

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No new right-of-way will be required.

Typical Section Existing section is 22 feet of paved surface with two-foot shoulders. Proposed section will have 26 feet paving minimum but will be variable.

Bikeway

Structures No structural work.

Additional Facilities

Access Control

Materials

Borrow and Waste Disposal

Special Construction Methods

Characteristics (ADT) 1,500 vehicles at M.P. 21.96 (0.02 mile east of Rock Creek Road); 950 vehicles at M.P. 38.71 (0.02 mile east of Steamboat Creek Road). 1974 figures. (See also below)

Other General Information (or Supplemental information to items) Douglas County has a resolution to manage the facility as a scenic, low speed, utility arterial in deference to both the route's importance as a scenic recreation access and its function as the primary access to timber holdings of the Umpqua National Forest. B.L.M. and private holdings. Key traffic figures in this regard are: 1974 maximum day loading of 412% of ADT, a heavy vehicle factor of 37.9% of ADT, and five-axle trucks comprising 18.7% of ADT.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None, save no action

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,)

Public Hearing(s) Schedule: ☒ Not Required ☐ Required

Type

Tentative Date(s)

A-95 Review: ☐ Not Required ☐ Required

Date Submitted

Date Received

Expected Coordination with Local, State and Federal Agencies

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization ____________

☐ Reconnaissance ____________

☐ Field Location ____________

☐ Office Location ____________

☐ Field Prel. Design ____________

☐ Office Prel. Design ____________

☐ Final Design ____________

☐ Contract Plans ____________

FHWA

Status Date

☐ Systems Planning ____________

☐ Prel. Engineering ____________

☐ Corridor Approval ____________

☐ Design Approval ____________

☐ Plans, Specifications and Estimates Approval ____________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) ____________

See attached pages 4A-4B

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Prologue

The project is located in the North Umpqua River Canyon, an exceptionally scenic corridor. The North Umpqua River is nationally, if not world, renowned for its fine summer steelhead fly-angling. In this regard, Zane Grey first widely extolled its virtues, which are still being promoted by Field and Stream, Salmon, Trout, Steelheader, Fenwick's Lunker Gazette and others. The North River also provides quality spring chinook salmon and winter steelhead angling; and a substantial number of people enjoy trout fishing for Wildlife Commission planted "catchables" in the late spring and early summer of each year. Numerous other folks are content simply to picnic, camp, observe, or just relax along the river's banks.

The North Umpqua Canyon Corridor further provides the major access route for recreationists and tourists bound for Diamond Lake and Lemolo Lake Recreation Areas, and it serves as a significant route of entry to Crater Lake National Park. The entire river reach of the project section is also currently being studied by OSHD for possible inclusion in the scenic waterways program.

Locally the fishing qualities and/or scenic amenities of the North Umpqua Canyon have provided impetus for the formation of groups such as the Steamboaters, the Friends of the North Umpqua, and the Umpqua Wilderness Defenders. These properties have also drawn conservation support from long-standing or geographically dispersed groups like the Izaak Walton League, the Steelheaders Council of Trout Unlimited, the Audubon Society, the Sierra Club, the Wilderness Society, and others.

The river, the canyon and subsequently the highway are aesthetically and environmentally very sensitive. Any agency proposal must take this sensitivity and the resultant public trust into account.

TOPOGRAPHY

The project is situated along the North Umpqua River, the 106 mile-long major tributary of the Umpqua River system. This stream drains a predominantly forested basin of 1,308 square miles which ranges in elevation from Mt. Thielsen's 9,182 feet to 460 feet at River Forks, the confluence with the South Umpqua River. The average gradient of the stream in a reach which includes the project section (River Forks-Boulder Creek) is 19 feet per mile. Annual precipitation over the basin ranges from a low of 25 inches to presumed highs of about 80 inches.

The actual project section lies in the lower half of the North Umpqua River Canyon, here a relatively narrow trough with steep sides but having reasonably open bends and a relatively gentle gradient. At the Steamboat Bridge the roadway is still under 1,200 feet elevation.

GEOLOGY

In terms of geology, the project is in the Western Cascades Province. This is an area predominantly of volcanics with only a few sedimentaries and those, if any on the project section, are to be found on its western margin. Geology is dominated by the Little Butte Volcanic Series (massive beds of dacite and andesitic ash-flow tuff and lesser amounts of flow rock of andestic and basaltic composition) and the Colestin-Fisher Formation (massive greenish gray pumiceous tuff, andesitic tuff breccia, andesite flows, conglomerate, tuffaceous sandstone and siltstone.

VEGETATION

Vegetation over the project section falls into the southwest margin of Franklin & Dyrness' *Tsuga heterophylla* (western hemlock) Zone (*Natural Vegetation of Oregon and Washington*, 1973). While named for the dominant climax *Tsuga heterophylla*-*Thuja plicata* (western hemlock-western redcedar) species, the zone is frequently dominated by sub-climax *Pseudotsuga menziesii* (Douglas fir) as is the case on the North Umpqua.

Since the project section lies just east of the interior Umpqua Valley vegetational area and just north of the Mixed Conifer & Mixed Evergreen Zone, considerable vegetative diversity should be expected--and such is the case. In addition to the clearly dominant Douglas fir, one finds western redcedar, western hemlock, grand fir, Pacific yew, pine, madrone, bigleaf maple, oak, alder, willow, golden chinkapin, ceanothus, manzanita, poison oak and other understory species.

FISH

The North Umpqua River has natural runs of four anadromous fish species with two distinct races recognized for each of two of those species. It also has four species of trout: Rainbow, cutthroat, brown and brook, with all but the last of these found in the project area. The anadromous runs are as follows:

	ESTIMATED RUN INTO NORTH UMPQUA BASIN	ACTUAL 1974-75 ESCAPEMENT OVER WINCHESTER CO. STA.
Summer steelhead	12,000	8,422
Winter steelhead	9,500	6,109
Spring chinook	12,000	10,898
Fall chinook	300	127
Coho	1,000	504
Searun cutthroat	2,000	622

Oregon State Game Commission (now Department of Fish and Wildlife) figures show an estimated 24,000 angler days spent harvesting 6,000 steelhead, with a gross expenditure of $444,000 on the effort (1972). Another 8,000 angler days were spent harvesting 2,000 salmon at a gross expenditure of $148,000 (OSGC figures use $74.00 per fish harvested to calculate gross expenditures).

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

See attached page 5A

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

   None Required

   Consequences:

2. Estimated Changes in Traffic Patterns:

   None anticipated

   Consequences:

CULTURAL SETTING

There is some private property in the project area but most of the adjacent land is owned by the Umpqua National Forest or the Roseburg District of the B.L.M. Douglas County Parks Department also controls some abutting property. For the private land the dominant land use is for timber production; but there is some widely dispersed roadside settlement at Rock Creek (M.P. 22.1), Frontier Store (M.P. 25.9), Susan Creek Village (M.P. 28.0), and Steamboat Inn (M.P. 38.1). Additional light residential activity exists, but it is far enough from the road to go essentially unnoticed.

As a cultural "response" to the scenic and natural qualities of the corridor, numerous turnouts and eight properties which would likely qualify as Section 4(f) lands (if they were impacted, which they will not be) are found on the project section. Four of these parks or dedicated waysides/picnic sites belong to Douglas County, two are the property of the Umpqua National Forest and two are under the jurisdiction of the State.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None Anticipated

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

See attached Page 6A

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

See attached Page 6A

Consequences:

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

The material source and its operation;
avoidance of potential Section 4 (f) properties.

7. Potential for Controversial Issues:

The scale of the project (if anything more than the minimum proposed);
guardrail installation;
the quarry used;
stage construction and traffic control.

ITEM 4

There will be a variety of temporary adverse environmental effects associated with construction activity. Some light clearing and grubbing and grading activity is likely within the adjacent right-of-way. Noise and air quality will suffer short-term deterioration. Dust will be a problem during construction, though it will be abated somewhat. Surface runoff will be degraded to a degree in the initial season or two during and after construction, both by a small initial intrusion of petroleum distillates and by temporarily increased sediment loads.

Conditions will soon stabilize and return to pre-construction conditions and levels; no lasting impacts are foreseen.

ITEM 5

The project section will have an unsettled, scarred appearance during construction. Temporary degradation such as construction debris, discarded asphalt mix, unfinished light earthwork and other discordant views will ensue. Local aesthetics will be permanently diluted by the installation of additional lengths of safety guardrail.

Conditions will stabilize and return to the pre-construction aspect. The contractor will leave the project with a clean, groomed appearance and a couple of seasons will mend much of the unfinished look of the work. The actual facility will look better than it now does. Again, this is not a major grading project, rather it is basically an overlay and modest widening of an existing facility.

Consequences of the proposed guardrail installation are somewhat subjective and largely indeterminate. It has been alleged that present easy, often direct access to known "fishing holes" would be lost. In instances, access would be less direct and more restricted, though all available turnouts would be signed and developed for use. Maximum dislocations appear to be on the order of one to several hundred yards. Aesthetics will doubtless be somewhat reduced.

The proponents' view is that the benefit of the guardrail in terms of safety, both as a "last resort" recovery device and as a preventative measure for discouraging parking in tight spots (which now frequently encroaches on the travelway) will more than offset real losses through any adverse effects. Finally, only guardrail warranted by engineering and safety standards will be installed.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

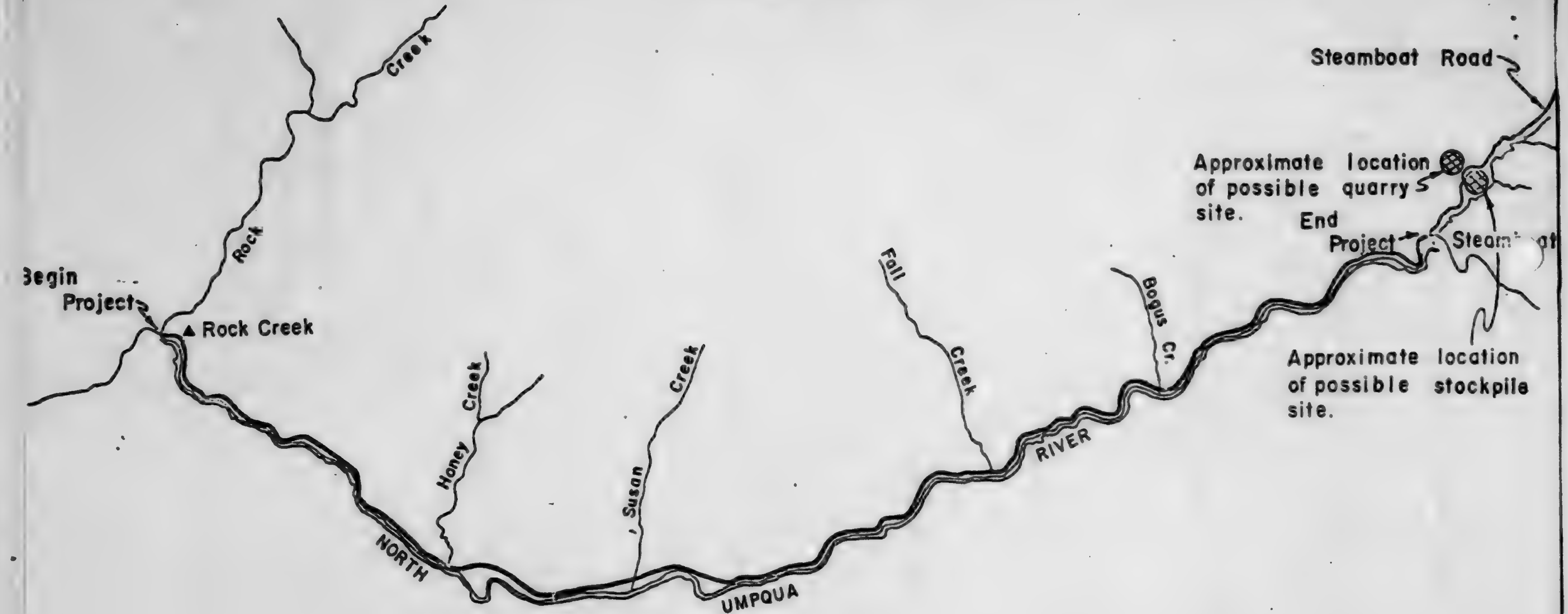
L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ____________________

ROCK CREEK — STEAMBOAT BRIDGE SECT.

N.UMP. HWY.


Steamboat Road
Approximate location of possible quarry site.
End Project
Steamboat
Approximate location of possible stockpile site.
Begin Project
Rock Creek
Rock
Creek
Honey Creek
Susan Creek
Fall Creek
Bogus Cr.
NORTH
UMPQUA
RIVER

Rulien
fsa 253
PRO 6
Doug Co
Tentative FAS-C

1859

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

February 11, 1976

Mr. George Grubb
Director of Public Works
Douglas County
Courthouse, Room 219
Roseburg, OR 97470

Not FS-14([illegible])

Dear Mr. Grubb:

This will acknowledge your letter of January 29, 1976, transmitting an application for an FAS-C project on the North Umpqua Highway (Steamboat Bridge-Dry Creek section) in compliance with the requirements of the new Association of Counties' redistribution formula for possible funding.

As discussed in your office February 11, 1976, we are not processing this application due to the imminent change in federal-aid status of this highway. The functional classification study now tentatively approved by the Federal Highway Administration classifies this as a minor arterial and therefore not eligible for retention on the FAS system.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
FEB 17 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

GLC/dt

cc: L. W. Rulien
Jack McCormick

~~RECEIVED
COUNTY & CITY SECTION
1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐~~

Prange
info

PROJECT MANAGEMENT
FEB 13 '76
REFER TO:
FOR

Info	Investigate	R/D	Action	File	Letter	See me

DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS
GEORGE E. GRUBB, DIRECTOR
ROOM 219 -- COURTHOUSE
ROSEBURG, OREGON 97470
(503) 672-3311, EXT. 219

W.C. "BILL" BOWNE, ASST., DIRECTOR
ENGINEERING
ROOM 123, COURTHOUSE
EXT. 121

H. NILE HOOVER, ASST., DIRECTOR
HIGHWAY MAINT. & CONST.
2586 N. E. DIAMOND LAKE BLVD.
(503) 672-3391

January 29, 1976

Mr. Glen Clark
Regional Federal Aid Engineer
State Highway Department
1523 S. E. Cobb Street
Roseburg, Oregon 97470

Dear Sir:

Enclosed is a completed FAS-C Project application for the Steamboat Bridge-Dry Creek Section of the North Umpqua Highway, State Route 138. By copy of this letter, I am notifying Mr. G. N. Hopkins, Project Management Section, State Highway Division, State Highway Building, Salem, Oregon that the application has been filed with you.

Very truly

George E. Grubb
GEORGE E. GRUBB,
Director of Public Works

GEG:msb

CC: Mr. G. N. Hopkins
ENC: 1

PROJECT MANAGEMENT
FEB -3 '76
REFER TO:
FOR
Info | Investigate | R/D | Action | File | Letter | See me

RECEIVED
COUNTY & CITY SECTION
FEB 17 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

8313

15

February 11, 1976

Douglas County Board of Commissioners
Courthouse
Roseburg, OR 97470

Attn: Doris Wadsworth
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5559

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering a FAS-C Project on the Rock Creek-Steamboat Bridge Section of the North Umpqua Highway in Douglas County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sr
Att.

bc Don Harwell (agreement att.)

#10253 Rulien
Doug Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: PRO 6

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
February 11, 1976

Glen L. Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Douglas County's FAS-C
North Umpqua Highway Project
Rock Creek-Steamboat Bridge Sec.
No. RS-14(13)

TO: MEMO TO FILE

RECEIVED
COUNTY & CITY SECTION
FEB 17 1976
☐ ENGR. ☐ COOR. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

A meeting was called by this office to discuss with Mr. George Grubb, Department of Public Works, the ramifications of the Federal Highway Administration's requirement that a public hearing be offered and the impact of the imminent approval by FHWA of the functional classification study.

On February 11, 1976, Mr. Eb Engelmann, Regional Environmentalist, Mr. Grubb and the writer met to discuss the above matters. Mr. Grubb was advised that the functional classification of the North Umpqua Highway was that of a minor arterial and therefore after June 30, 1976, the facility would be eligible for federal-aid primary status and not federal-aid secondary. He was advised of the FHWA's requirement to offer a hearing and the deadline of June 30, 1976, to have the project under contract.

Mr. Grubb elected to hold a hearing at the very earliest possible date and not jeopardize the project by offering a hearing, having someone request a hearing and running out of time before the deadline.

During the conversation, the fact that the roadway would probably someday become a portion of the state system became obvious. Mr. Grubb questioned the legal right of the state to take jurisdiction. His concern is that the North Umpqua Highway is a key element to the economy of the area. He feels that the county is better able to upgrade and maintain the facility than the state. He stated that if in the future the state did take jurisdiction, that if asked the county might enter into an agreement to maintain the facility. He did not indicate that it had to be a cooperative agreement. The implication is that it could be at county expense.

Mr. Engelmann is collecting hearing procedures for Mr. Grubb's use and is attempting to obtain officially-approved (by FHWA) copies of the project assessment so that the hearing may be advertised at the earliest date.

GLC/dt

cc: L. W. Rulien
Jack McCormick
Vern Shull

Prange
See me
Glen
#

PROJECT MANAGEMENT
FEB 13 76
REFER TO Glen R
FOR
Info
Investigate
R/D
Action
File
Letter
See me

George

FORM 81-734 3030

OREGON STATE HIGHWAY DIVISION

FILE: LOC 17

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

February 5, 1976

FROM: ALFRED SHIRLEY, JR.
Regional Engineer

TO: Gary A. Potter, Manager
Environmental Section

SUBJECT: Addendum
Project Assessment
Rock Creek-Steamboat Creek
North Umpqua Highway
Douglas County

This memo is in response to both the January 14, 1976, FHWA memo of non-concurrence with the proposed project's classification and the subsequent interpretive memo, dated January 21, from Gary Potter.

Region remains firm in its conviction that this is a Category 3, Non-Major project. It appears to fall well within the guidelines for non-major projects as set out by FHPM 7-7-2. We assume that the non-concurrence memo is motivated principally by unanswered questions rather than by a differing viewpoint on the scope of the project. Hopefully, this memo will answer most of the remaining questions.

The proposed material source is an old BPR quarry located 1.03 miles up Steamboat Creek Road, on the north side of the roadway. (S32, T25S, R1E, WM).

A reclamation plan has been completed between the Douglas County Public Works Department and the Umpqua National Forest, owner of the quarry. This plan was reviewed by the resident engineer and submitted to Salem Location Section on January 15, 1976.

A copy of the special use permit between these agencies was also forwarded to Salem in that transmittal, and a copy is attached to this letter.

This material source is one of only two ever considered for the job, and it is the only one developed past the most preliminary stages. It is well located for the job and the background work has been done to develop it. Region proposes that it be made mandatory. Construction should be consulted about a mandatory provision in the plans.

The county states unequivocably that there will be no encroachment upon either the North Umpqua River or Steamboat Creek.

The opportunity for a hearing will be advertised by the Douglas County Public Works Department. Should demand warrant it, a hearing will be held.

The local fisheries biologist (Jerry Bauer, Umpqua Drainage) for the Department of Fish and Wildlife has been consulted--even though there is to be no contact with the river proper. Because of the total lack of anticipated impacts upon the stream system, however, U. S. Fish and Wildlife Service will not be contacted.

AS/EE/dd
Attachments

cc: George Grubb
Vern Shull

FORM 81-731-3030

OREGON STATE HIGHWAY DIVISION

FILE: ENV 2-1

INTER-OFFICE CORRESPONDENCE
January 21, 1976
Salem, Oregon

FROM: Gary A. Potter, Manager
Environmental Section

TO: Alfred Shirley, Jr.
Region Engineer

SUBJECT: Rock Creek-Steamboat Creek
North Umpqua Highway
Douglas County
Project Assessment

A project assessment for the subject project was submitted to FHWA for concurrence. However, the assessment was returned without concurrence to OSHD despite the attached memo concerning involvement of the North Umpqua River and rehabilitation of a proposed materials source.

In discussing the attached non-concurrence memo of January 14, 1976 with FHWA, the following aspects should be more explicitly addressed in either an addendum to or revision of the subject assessment:

1. The proposed materials source should be made mandatory,
2. the rehabilitation or reclamation plan should be prepared by the State prior to construction, and
3. the assurance that there will be no contact with the North Umpqua River and/or its tributaries, whatsoever.

Pursuant to FHWA's reply of January 14, please prepare answers to the above three items and document in either a revised assessment or addendum thereto. If data and/or information cannot be generated and same cannot be documented to FHWA's satisfaction with regard to a non-major action, then the alternative would be to ask for concurrence in a major action classification now (for release of P.E. funds), and postpone the significance determination until some later time when more definite information is available. This alternative was agreed to by FHWA as being an acceptable course of action if a non-major classification cannot be accepted.

GAP:GR:sz

Attachment

ROSEBURG REGION
RECEIVED
JAN 22 1976
EB

2-4-76
EB to answer.

Box 300
Salem OR 97308
January 14, 1976

1041EC.1

Oregon Project RS-14(-)
Rock Creek-Steamboat Creek
North Umpqua Highway
Douglas County
Project Assessment

G. L. Green, Division Administrator

Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's December 5 memorandum and Mr. Ramjoue's January 5 memorandum has been reviewed. I do not concur with your finding that the project constitutes a non-major action.

Mr. Ramjoue's memorandum indicates that the materials source will be in the vicinity of Steamboat Creek and that a reclamation plan will be prepared. In an environmentally sensitive area such as this I would recommend that the exact source location be established and the reclamation plan be a part of project design and the contract plans. With this approach the resulting environmental impacts of the source could be properly assessed and the mitigation of such impacts could be assured.

In reassessing this project I would request that a positive commitment be made concerning any encroachment into the North Umpqua River and/or its tributaries and that an assessment of the resulting impacts be included.

In view of the public interest this project has received and recognizing the potential for more, I would strongly recommend that the opportunity for a public hearing be offered. I would also recommend that continuous consultation with the State and U. S. Fish and Wildlife Service be sought throughout the development of this project.

Original Signed By
VERNON V. CUSACK
Engineering Coordinator
G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

Kappus:bk

Rec'd 1/20/76

REPORT OF SURVEY

Rock Creek-Steamboat Bridge Section
North Umpqua Highway
Douglas County Road #4
F.A.S. 253

This survey was made for the purpose of upgrading the North Umpqua Highway, County Road #4, to provide leveling, patching and overlay to a minimum width of twenty-six feet. In addition provisions were made for passing lanes, turn-outs and left turn refuges.

Additional width paving is provided for turn-outs at all available areas big enough for parking as this highway receives intensive use for fishing as well as a scenic tourist route.

Passing lanes were provided for in areas of sufficient length to accomodate two lanes of moving traffic.

Left turn refuges, with short deceleration and acceleration lanes, are provided for at the Fall Creek F.S. Park and at the Steamboat Road intersection. Photo's of these two areas are enclosed.

After public hearings Douglas County determined that guardrail would be used on the outside of curves only, with ~~Type 1~~ Type 1-A guardrail and Type A end sections to be used.

The proposed quarry is located northerly, on Steamboat road, from the Steamboat road intersection. The Forest Service permit and development plan are enclosed. It is proposed to provide an area for crushing, stockpiling and hot plant across the road from the quarry and 0.1 mile distant.

The grading work is rather minor and is to provide for passing lanes, over a 1.3 mile section, in the Susan Creek State Parks area. There are three fir trees to be removed which will require Forest Service approval. Douglas County will obtain this approval and probably the Forest Service will retain ownership of the logs.

Removal of structures and obstructions will consist primarily of existing guardrail which will become the property of the Contractor.

Douglas County will do the following work with their own forces: Drainage, guide posts and permanent signing. Douglas County will also arrange for moving any public utilities which may be in conflict.

It is proposed to use Douglas County personnel for all engineering work other than the State Highway to furnish the Chief Inspector and office work.

Vernon E. Shull
Resident Engineer
Vernon E. Shull

Form E-49

Rec'd
10-1-96

OREGON STATE HIGHWAY
DIVISION

TABULATION SHEET

SHEET .... OF .... SHEETS

ROCK CREEK - STEAMBOAT CREEK
GRADING, PAVING, & GUARDRAIL

F A S 253

N. Umpqua Highway

DOUGLAS COUNTY

PROPOSED BID SCHEDULE

Item #	ITEM	UNIT	QUANTITY	Unit Price	AMOUNT
1.	Furnishing Field Lab.	Each	1	2500.00	2,500.00
2.	Mobilization	Lump Sum	All Spec.	80,868.96 ~~80,528.92~~	80,868.96 ~~80,528.92~~
3.	Temp. Prot. and Direct. Traffic	Lump Sum	All Spec.	12,000.00	12,000.00
4.	Temporary Signs	Sq. Ft	450	9.50	4,275.00
5.	Flagmen	Hours	700	15.50	10,850.00
6.	Pilot Car	Hours	180	18.50	3,330.00
7.	Clearing & Grubbing	Lump Sum	All Spec.	2500.00	2,500.00
8.	Removal of Struct. and Obstruct.	Lump Sum	All Spec.	6700.00	6,700.00
9.	General Excavation	Cu. Yd.	5,000	3.50	17,500.00
10.	Finishing Roadbed and Slopes	Lump Sum	All Spec.	8250.00	8,250.00
11.	Prep. of Shoulders	Mile	16.5	350.00	5,775.00
12.	Aggregate Shoulders	Ton	24,000	4.60	110,400.00
13.	Watering	M-Gal	1200	8.00	9,600.00
14.	Class "B" A.C. Leveling & shld.	Ton	14,400	8.35	120,240.00
15.	Class "B" A.C. 2" Overlay	Ton	36,000	8.35	300,600.00
16.	Asphalt in Mix	Ton	3024	95.00	287,280.00
17.	Asphalt in Tack Coat	Ton	15	130.00	1,950.00
18.	Guardrail Type 1-A	Lin. Ft.	17,002	6.00 ~~5.75~~	102,012.00 ~~97,761.50~~
19.	Rail End Pieces Type A	Each	60	25.00	1,500.00
20.	Extra for Asphalt Approaches	Each	36	100.00	3,600.00
	TOTAL CONTRACT ITEMS				1,091,730.96 ~~$1,087,140.42~~
	Contingencies (4.5%)				49,127.89 ~~48,921.32~~
					~~$1,136,061.74~~ 1,140,858.85

SP*52386-734

FAS 253
Doug Co

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
January 5, 1976

FROM: Robert H. Prange
Rural Engineer

SUBJECT: FAS Program Request

TO: Mr. D. E. Swan
Federal Aid Engineer
Project Management Section

County: Douglas.

Section: Rock Creek-Steamboat Bridge
N. Umpqua Highway County Road, FAS 253

Termini: Approximately 20 miles easterly of the City of Roseburg. Also 23 miles easterly of the junction with FAS 553.

Proposed Work: Resurface, guardrail and safety channel, also drainage.

Project Length: Approximately 16.7 miles; milepost 22.35 to 39.05.

Cost:

Total	Federal	State	County
$1,347,000	$1,050,660	$148,170	$148,170

Existing Facilities: 22-foot asphaltic concrete roadway with gravel shoulders varying from 0 to 8 feet. Rock Creek Bridge (No. 7904) on the westerly end is a RCDG 194 feet long with a 26-foot roadway. Steamboat Bridge (No. 2737) on the easterly end is a steel girder 315 feet long with a 26-foot roadway.

Adjacent Sections:

West End: 22-foot AC roadway with 4-foot gravel shoulders.

East End: 24-foot AC roadway with 2-foot gravel shoulders.

Project Data: Widen and pave on the present grade and alignment an existing roadway from 22 to 26 feet. At major intersections the roadway width will be increased to provide for left-turn refuges, along with passing lanes and slow vehicle turnouts. Extend the existing four box culverts and large drainage pipes. County will do the striping. State is to do the construction engineering.

Right-of-Way: 100 feet minimum.

Access Control: None.

Railroad Crossing: None.

Minimum Design Standards: 26-foot minimum paved roadway. Existing structure at the westerly end over Rock Creek and Steamboat Bridge at easterly end also to remain in place (see FHWA letter dated 10/1/75).

System Action: Completed.

Route Data: This is a school bus, mail, log hauling and recreation route following the N. Umpqua River through mountainous terrain.

Public Hearing: Not required.

Park and Recreation Area Affected: Will increase the safety and accessability to recreation areas.

Relocation Assistance: No one moved.

Social, Economic and Environmental Effects Considered: Yes.

Location and Design Approved:

Clearinghouse Approved: Not required.

Council of Governments:

U. S. Army:

Approved by D.O.T.: November 25, 1975

ADT:	DHV:
1975--1,250	1975--215
1995--2,000	1995--320

HR:sch

Attachments

Form E-189—3M—12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Department of Public Works
Room 219, Courthouse
Roseburg, Oregon 97470

Order No. J-86

Date December 18, 1975

By: Mr. George E. Grubb

Prefix and account number to which work is to be charged 7855-900

Director of Public Works
(Official Capacity)

Description and Location of Work To Be Performed or Materials To Be Furnished:

State to provide personnel to assist county forces in preliminary engineering field work on the Rock Creek-Steamboat Bridge section, North Umpqua Highway, FAS-C 253 (a county road).

Estimate of Quantities and Cost

Field Engineering	$1,500
Geology	300
TOTAL	$1,800

Basis of Payment:
☐ Monthly payments
☒ Single payment on completion of work
☐ Other basis as follows:

Amount of advance deposit (if any) $ 1,800

Deposit received by Secretary on

Authority from Requisitionist:
☐ Agreement dated
☐ Letter to date
☒ Oral request to Glen Clark date 12/4/75

Department Authority:
☐ Order of Highway Commission
☐ Order of State Highway Engineer
☐ Head of department issuing order

Field information submitted by Douglas County (George E. Grubb) in letter dated 1/28/75

Expected date of completion of work or delivery of materials

Superintendent or engineer responsible for performance of work and submission of information for billing Vern Shull

Record of billing requests:

Number			
Date			
Amount			

Order prepared by Region 3 Office Highway Department

Signed John E. Christopherson
John E. Christopherson
Regional Office Engineer

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP*7130

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
ROSEBURG, OREGON 97470

LOC 16-1

DATE DECEMBER 4, 1975

TO VERN SCHULL
RESIDENT ENGINEER

Elliott Parker

FROM ELLIOTT PARKER
REGION 3 ENGINEERING GEOLOGIST

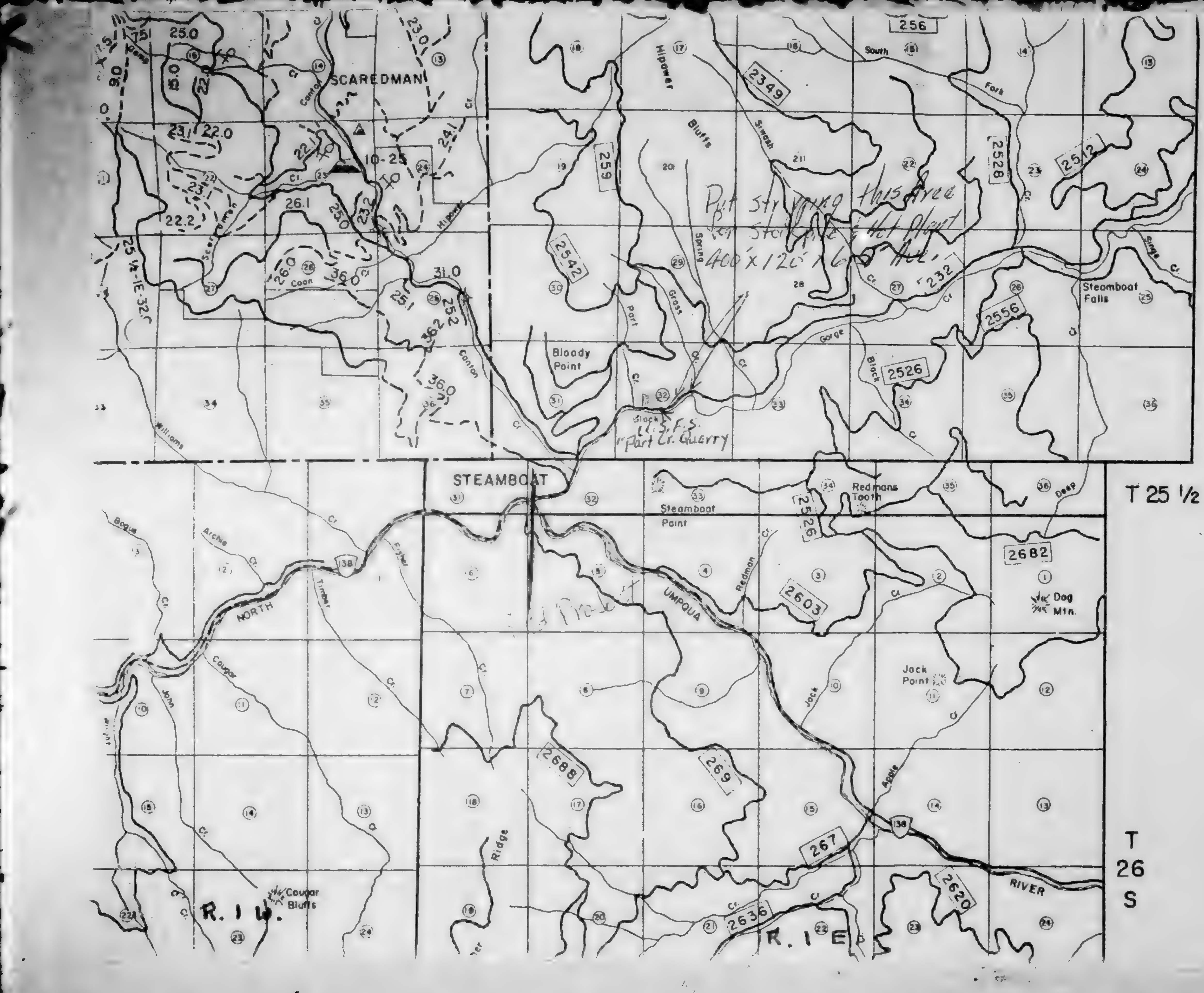
SUBJECT "PART CREEK QUARRY" INVESTIGATION (U.S.F.S.)
ROCK CREEK-STEAMBOAT BRIDGE SECTION
NORTH UMPQUA HIGHWAY

Subsequent to our examination of the subject quarry, we have designated it as Source No. 10-208-3. This quarry being 1.47 miles easterly from Steamboat (on the North Umpqua Highway) adjacent North of Black Gorge Creek Rd. More particularly, the property is within the SE $\frac{1}{4}$ NW $\frac{1}{4}$ Sec. 32, T25S, R1E (see accompanying map).

We have determined the material to be a platy Andesite with some Dacitic phases. The rock is Igneous from the Little Butte Volcanic series. The rock appears to be good quality and should be quite adequate for the intended overlay and passing bay section paving. We have taken two samples towards qualifying.

During the excavation of the proposed 50,000 yd^3, it would be necessary to strip a portion of overburden (and a few trees) from the top of the quarry. It is suggested that a higher 20' bench could be started and a lower 40' bench be developed. Overall, it is estimated that approximately 10,000 yd^3 of waste would have to be stripped off (from quarry floor and above top face). This method of excavation would, over a period of time, allow for 2-40' bench sections. The quarry is approximately 275' wide.

c.c. File


T 25 S
T 25 1/2 S
T 26 S
R. 1 W.
R. 1 E.
SCAREDMAN
Scaredman
Canton
Cr.
Hipower
Coon
25 1/2-1E-32 C
7.5
9.0
25.0
15.0
22.0
23.1
22.2
22.1
10-25
23.2
25.0
26.1
26.0
36.0
25.1
25.2
36.2
31.0
36.0
23.0
24.1
Williams
STEAMBOAT
Steamboat Point
Redmans Tooth
Bloody Point
Port
Grass
Spring
Hipower
Bluffs
Smash
South
Fork
Gorge
Black
Steamboat Falls
Singe
Deep
Dog Mtn.
Jack Point
Jack
Redman
Apple
UMPQUA
NORTH
RIVER
Boque
Archie
Timber
Fisher
Cougar
John
Cougar Bluffs
Ridge
138
256
2349
259
2542
2528
2512
232
2556
2526
2526
2682
2603
2688
269
267
2636
2620
Put stripping this Area for Stockpile & hot plant 400'x120'x6' Ave.
U.S.F.S. Port Cr. Quarry

Form E-39 (Rev. 9-71)

fas 253
Doug Co

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Rock Creek-Steamboat Bridge Section

Highway North Umpqua (County Road) FAS 253

County Douglas

Date December 4, 1975

Authorization No. 1

Survey Prefix 510 - 1957 (Assigned by Salem office)

Description of termini, route, length, etc.:

From Rock Creek (M.P. 22.2) to Steamboat Creek (M.P. 38.7)

Length: 16.5 miles.

RECEIVED
COUNTY & CITY SECTION
MAR 2 1 1976
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☒ BPE ☐

Purpose of survey:

To prepare plans, specifications and estimates for safety and overlay project.
Douglas County to perform Preliminary Engineering.

Estimate of cost:

Field	901	500
Plans	905	500
Soils	910	200
Utility	914	200
Proj. Mgt.	920	50
Specifications	921	150

RS-14(13)

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $1,600

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) .

Total all authorizations approved (Salem) .

Requests made by:

Field Engineer

Recommended for Approval: J. K. Wilson
Regional Engineer

Recommended for Approval: Victor Wolfe
Location Engineer

Approved: E. Hunter
Assistant State Highway Engineer

SP*23604-734

[illegible] ENGINEERING SECTION
F. E. APPR. 3-17-76
[illegible] STATE

fas 253 Rulien PRO 6
Doug Co

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

Mr. George R. Grubb
Director of Public Works
Douglas County
Courthouse, Room 219
Roseburg, OR 97470

December 4, 1975

Dear Mr. Grubb:

As per our telephone conversation this date, you advised that to expedite the FAS-C project (Rock Creek-Steamboat Bridge section of the North Umpqua Highway), the minor State involvement in preliminary engineering would be paid by Douglas County. This involves one HE-1 for 30 days and some quarry sampling by our Geology Section. This amounts to some $1,800.

The State will provide, according to our State-Association of Oregon Counties agreement, all plans, preparation, specifications, etc. By a copy of this letter, Mr. John Grassman, Regional Designer, is asked to prepare an Authority for Survey for this portion of the preliminary engineering.

Also by a copy of this letter, I am asking the Project Management Section to make the necessary changes in the State-County agreement now being prepared to reflect this minor change.

An Order to Render Service is being prepared and we need your advance deposit of $1,800 to establish a prefix for the HE-1 and geology work.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer
ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
Vern Shull
Elliott Parker

RECEIVED
COUNTY & CITY SECTION
DEC 8 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☑ RPE ☐

DEC 5 1975

Rulien

PRO 6

FAS-C 253

Douglas

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 28, 1975

Mr. George Grubb
Director of Public Works
Douglas County
Courthouse, Room 219
Roseburg, OR 97470

Dear Mr. Grubb:

This is to advise that the Oregon Transportation Commission approved your FAS-C Rock Creek-Steamboat Bridge section of the North Umpqua Highway project at its November 25, 1975, meeting.

You will recall that the FHWA had approved a "downscoped design standard" but due to the county's request for future FAS-C funds, the Commission could not approve the project until your revised application was submitted.

The project is now progressing in a normal manner.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
Jack McCormick
Vern Shull

PROJECT MANAGEMENT
ROUTING ACTION
M. ENGINEER
ENGR.
ENGR.
CITY
RAL AID
REMARKS:
DEC - 1 1975

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 18, 1975

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Proposed FAS-C Projects

Attached are tabulations and maps describing and locating three proposed federal aid secondary projects--one in Douglas County and two in Washington County.

The project in Douglas County is to widen and pave the Rock Creek-Steamboat Bridge Section of the North Umpqua Highway County Road, FAS253. The FAS funds required for widening and paving this section are estimated to be approximately $1,347,000 ($148,100 of which will be the cost to the State).

The first project requested by Washington County is to widen and pave the Croeni Road-County Line Section on Cornelius Pass Road, FAS632. The FAS funds required for this section are estimated to be approximately $560,000 ($61,600 of which will be the cost to the State).

The second project requested by Washington County is for improving and signalizing the Burlington Northern Railroad crossing at West Union. The FAS funds required for this project are estimated to be approximately $40,000 (since this is to be 100 percent federal funds, there will be no cost to the State).

These matters will be on the agenda for the November 25 meeting and I recommend your approval.

[illegible]

Atts.

bc: C. W. Head
E. S. Hunter
H. S. Coulter
V. E. Skoog
Gary Sund
Ed Hardt
George M. Baldwin
R. L. Schroeder
L. W. Rulien
Don Harwell
Jack Graham
Alfred Shirley, Jr.

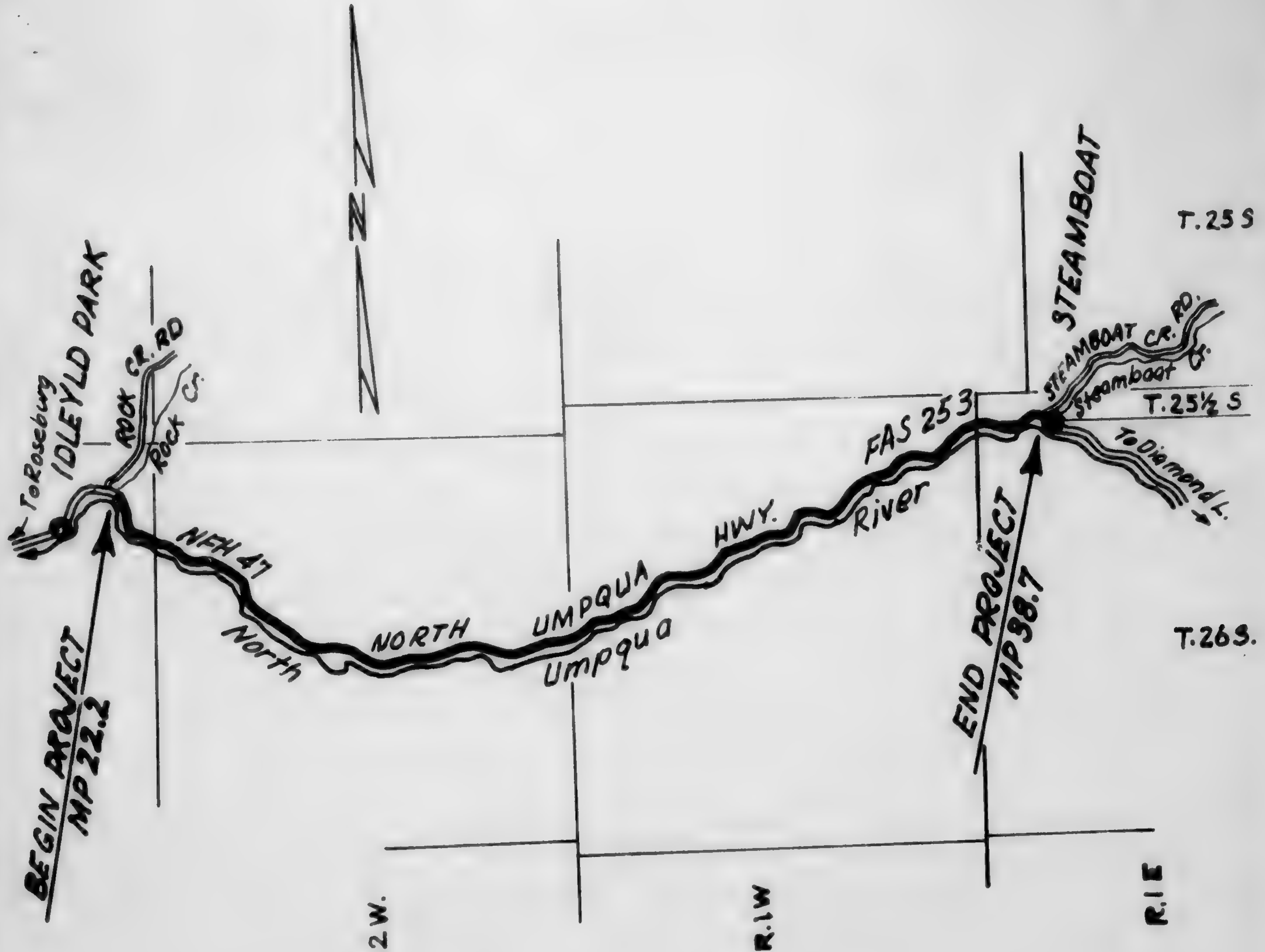
HR:dp srb

DOUGLAS COUNTY
Proposed FAS-C Project

FAS 253
North Umpqua Highway County Road
Rock Creek-Steamboat Bridge Section
Resurfacing, guardrail and safety channelization
Approximately 16 miles
$1,347,000

This project is to consist of widening, surfacing and paving with A.C. an existing roadway to a minimum width of 26 feet. Also construct and mark left-turn refuges and passing lanes. Install necessary guardrail. No additional right-of-way. No hearing required. Utilities are involved. State to supervise survey, make up the plans and award contract.

75-i
11/12/75


N
To Roseburg
IDLEYLD PARK
ROCK CR. RD
Rock Cr.
BEGIN PROJECT MP 22.2
NFH 47
North
NORTH
UMPQUA
HWY.
Umpqua
River
FAS 253
STEAMBOAT
STEAMBOAT CR. RD.
Steamboat Cr.
To Diamond L.
END PROJECT MP 38.7
T. 25 S
T. 25½ S
T. 26 S.
R. 2 W.
R. 1 W
R. 1 E

ROCK CR. - STEAMBOAT BRIDGE SECT.

NORTH UMPQUA HIGHWAY

FAS Route 253

Douglas County

Rulien

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

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COUNTY & CITY SECTION
NOV 6 1975
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

PRO 6

November 3, 1975

Mr. George Grubb
Director of Public Works
Douglas County
Courthouse, Room 219
Roseburg, Oregon 97470

Dear Mr. Grubb:

This will acknowledge your letter of October 30, 1975, transmitting a revised FAS-C application for the Rock Creek-Steamboat Bridge section of the North Umpqua Highway. This revision was made necessary due to the Highway Division's policy of not allowing borrowing on future FAS-C funds.

This revised application is being forwarded to the Project Management Section for attachment to the file. Also, they are asked to prepare an agreement between the county and state pertaining to this project. It is understood that the county will provide field crews and office personnel for assisting in accomplishing preliminary engineering. The county will not be applying for federal-aid for their involvement in preliminary engineering. The Highway Division's estimate for preliminary engineering is $1,533 and will ask for federal participation in this amount.

When the agreement has been prepared, three copies will be sent for signature.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dd

cc: L.W. Rulien
Vern Shull
Jack McCormick

To DE Swan

To Cartographic Survey order

Geo/R

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO.
PM ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
FILE & CONTROL		
PROG. & SCHEDULE		

REMARKS:

NOV - 5 1975

Douglas FAS 253

RECEIVED
COUNTY & CITY SECTION
NOV 6 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County DOUGLAS FAS No. 253 Date October 30, 1975
County Road Name NORTH UMPQUA HIGHWAY
Section Name Rock Creek - Steamboat Bridge
Type of Project Resurfacing, safety channelization, guardrail
Location of Project (Attach sketch map)
ADT 2500 West End, 2000 East End Design Speed

Is this request for county bridge design only? Yes ____ No X
county FAS bridge design? Yes ____ No ____
Will County hire consultant for this project? Yes ____ No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type A.C. Total Travel Width 24'
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type A.C. Width Each Side 1' Minimum
(AC, Pug Cold Mix, Oil Mat) Total Top Width 26' Minimum

3. Grading & Drainage:
By County X County Date of Completion ____ By Contract ____

4. Bottom Base Course:
By County ____ County Date of Completion ____ By Contract ____
Has base design been given to County? Yes ____ No X
Will it be furnished? Yes ____ No ____

5. Leveling Course:
By County ____ County Date of Completion ____ By Contract ____

6. Binder Course:
By County ____ County Date of Completion ____ By Contract ____

7. Traveled Surface & Shoulders:
By County ____ County Date of Completion ____ By Contract ____

8. Clearing: if required
By County X County Date of Completion ____ By Contract ____

9. Curbs:
Curbs Required? Yes ____ No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
____
Width between curbs ____

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__X______
If answer is No, which of the following applies?
Contrary to public safety_________Cost excessive to need or use__X______
Sparse population______X______Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired______________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No____________
What type of separation from roadway will be used?______________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes___________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No____X______

12. Will replacement be by: County____________Contract_____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No__X__

17. Does County wish sight posts installed? Yes_____ No__X__

18. Does County wish State to permanently stripe project? Yes_____ No__X__

19. Will County do striping? Yes__X__ No_____

20. Does County wish guardrail installed? Yes__X__ No_____

By County________ Contractor__X____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No__X__
By seeding and mulching Yes_____No__X__
By rock blanket Yes_____No__X__
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No__X__

23. Can through traffic be detoured? Yes_____No__X__

24. Must new detour be constructed? Yes_____No__X__

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No__X__

28. Will Contractor sign project outside work area during construction?
Yes__X__ No_____

29. Should contract provide for permanent signing? Yes_____ No__X__

30. Should State do permanent signing? Yes_____ No__X__

31. Will traffic signals be required? Yes_____ No__X__
If yes, give location and type desired_____

32. Is project contingent upon other factors? Yes_____ No__X__
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_____

Remarks re Section I: See letter attached hereto.

II. BRIDGE PROJECT DATA

1. Name of river or stream_____

2. Name of bridge_____

3. Dimensions of existing bridge. Length_____ Roadway Width_____

4. Type of design and material used in existing bridge._____

5. Location (please attach map with location marked):_____
Section_____ Township_____ Range_____ W.M.

6. Desired width of proposed bridge_____ Approx. length_____
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______No______
Upstream__________Downstream___________Width___________

8. Does County wish a particular type of bridge design? Yes______No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)____
____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______No______
Explain____
____
____

10. Foundation Testing: By County? Yes______No______
By State? Yes______No______

11. Will County close road during construction? Yes______No______

12. Can presently established road be used as detour? Yes______No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County? Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______No______

17. Will Contractor sign project outside work area during construction?
Yes______No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______
Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______No______

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company____
b. Sanitary sewer mains: Yes________ No________ Size___________
Company____
c. Storm sewer: Yes________ No________ Size___________
Company____
d. Gas mains: Yes________ No________ Size___________
Company____
e. Power lines: Yes________ No________ Size___________
Company____
f. Telephone lines: Yes________ No________ Size___________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____
____
____
____

Remarks re Section II: ____
____
____
____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes________No________
   By Consultant? Yes________No________
   By County? Yes________No________
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes____________No____________

3. Construction plans and specifications to be prepared:
   By State? Yes____X____No________
   By Consultant? Yes________No________
   By County? Yes________No________

4. Does County desire center line to be permanently monumented as part of project? Yes_______ No___X___

5. Does County desire right-of-way to be permanently monumented as part of project? Yes_______ No___X___
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)
____
____
____
____
____
____
____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum ______ Minimum________

2. Is any additional right-of-way needed? Yes_____ No__X__ (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____No____

4. Should State negotiate & acquire right-of-way in behalf of County?
Yes_____No____

5. Should State prepare options? Yes____No____

6. Should material source site be included in right-of-way descriptions?
Yes_____ No_____

7. Is there any merchantable timber on right-of-way?
Yes_____ No__X__

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No__X__
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No__X__
If yes, give type and name of utility company:__________________________
____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes__X__ No_____
If yes, give type and name of utility company: Pacific Northwest Bell,
Pacific Power & Light Co. (No Conflict is expected however)

13. Are utilities on existing right-of-way by permit __X__ or
by franchise_______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No__X__
If yes, give name of irrigation company or district__________________
____
and dates between which water can be turned off: From_______________
To___________________

15. Are there any railroad crossings? Yes_____ No__X__

16. Name of Railroad____

17. Number of tracks: Mainline_____ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed____________
Freight______________ Speed____________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ______ Quarry X Cinders ______

2. Owner: County ____ State ____ Private ____ Other U.S.F.S.

3. Location: S.E. 1/4 Section 31 Township 25S Range 1E W.M.

4. If County lease, what are royalty payments? ______

5. Materials furnished by County: Borrow ____ Select Topping ____
   Base Course ____ Level Course ____ Mineral Agregates ____
   Location ______
   Miscellaneous Items ______

Remarks re Section V ______

VI. FINANCIAL DATA

1. Estimated Cost: $ 1,347,000

2. Available FAS Funds $ 923,000

3. Does County wish advancement of future Federal funds? Yes ____ No X
   Amount ______

4. Date match money is available Immediately

5. Will there be any 100% County money? Yes X No ____

6. Maximum amount of 100% County money available: $ 220,000

7. Date County requests letting: May 1976

Remarks re Section VI The $923,000 includes the 1976 allocation which would be released in February 1976.

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ______

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ______
County Judge or Comm. Chairman

By ______
County Commissioner

By Ray E.
County Commissioner

______
O.S.H.D. Field Engineer

By George E.
County Engineer or Roadmaster

Date ______

County Douglas
Date 10/30/75

FAS 253
Rulien
Doug Co

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
October 17, 1975

FILE: PRO 6

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

TO: MEMO TO FILE

SUBJECT: Status of Douglas County's North Umpqua Highway FAS-C project
Rock Creek-Steamboat Section

Earlier this week when the county was advised that their project had been approved by FHWA (at a downscoped design standard) but that the Highway Division did not wish to advance Douglas County two years' allocation, they decided to reduce the project compatible with available funds.

On Thursday, October 16, 1975, Mr. George Grubb, Department of Public Works, contacted this office and a new approach to financing the project was developed. The county now has some $748,264 FAS-C funds. They intend to supply $220,000 county dollars to the project. On January 1, 1976, the next year's county allocation will be approximatly $175,000. Thus, a total of $1,143,000 would be available which would support a project of $1,465,000. The rough estimate is $1.6 million.

(Pretty low) ✓

The county wishes the state to accomplish the preliminary and construction engineering. The county wishes to pay for the preliminary engineering out of county funds and not request federal-aid except for construction.

?

An agreement to this effect can be drawn up by Project Management when an estimate for the preliminary engineering is available. Mr. Shirley, Regional Engineer, is assigning Mr. Vern Shull, Resident Engineer to this project. By a copy of this letter, Mr. Shull is asked to contact Mr. George Grubb at his earliest convenience and together provide such a cost estimate. It is understood that the county forces will be used to the maximum extent possible in the field work.

County resp. [illegible]

When the estimate is available, an agreement will be requested.

GLC/dd

cc: L.W. Rulien
Victor Wolfe
Jack McCormick
Vern Shull

If the est. remains does the county then it will cost them $500,000 ?

Total County share
130,207
220
350,207

1,183,671.79
220
1,403,700

RECEIVED
COUNTY & CITY SECTION
OCT 23 1975
☐ ENGR. ☐ COOR. ☑ JE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

fas 253 Rulien
Doug Co

FORM 81-734-3030

FILE: PRO 6

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
October 15, 1975

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Rock Creek-Steamboat Bridge Section
FAS 253
FAS-C Project, Douglas County

TO: MEMO TO FILE

As instructed, the writer contacted Mr. George Grubb, Director of the Department of Public Works, Douglas County, and advised that the "downscoped" project had been approved by the FHWA but that the Highway Division had not approved Douglas County's request to borrow two years' FAS funds beyond those allocated to Douglas County.

The option to reduce the project or to await clarification of how future FAS funds are to be handled was made to Mr. Grubb. He elected to reduce the project. A new application will be forwarded to this office.

He stated that he would most likely submit an application for the next (easterly) section also, as he considered it most likely that OAC would suggest lumping all FAS funds into one pot and accepting projects on a first-come-first-served basis.

GLC/dt

cc: L. W. Rulien
Jack McCormick
Vern Shull

Prange

RECEIVED
COUNTY & CITY SECTION
OCT 17 1975
☐ ENGR. ☐ COOR. ☑ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P. M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NFEOR		
MILEAGE CONTROL		
PROG. & SCHEDULE		

OCT 16 1975

REMARKS:

6383 45

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

SALEM

October 9, 1975

ORIGINAL SIGNED BY
L. W. RULIEN

FROM: L. W. Rulien
Project Management Engineer

TO: Alfred Shirley, Jr.
Region 3 Engineer
Roseburg

SUBJECT:
Rock Creek-Steamboat Bridge Section
FAS 253, Douglas County

NOTED
E. S. HUNTE

Please inform Douglas County that the Federal Highway Administration has approved the County's request for a 26-foot minimum top width pavement on the Rock Creek-Steamboat Bridge Section of the North Umpqua Highway, FAS 253.

In order to finance the project, Douglas County requested an advance of $350,000 or two years on their future FAS allocations.

We could not concur in the County's funding request because of the uncertainty of Congressional legislation relative to federal-aid highway programs and the pending action of the Association of Oregon Counties regarding their redevelopment of the FAS-C allocation system. It would not be practical to process Douglas County's project request any further until alternatives, either for funding or project limitations, have been considered.

Please discuss this with the County and determine if they wish to reduce the project consistent with their available funds or delay processing the project for two or three months to see if alternate funding options become available.

RHP:mm

cc: E. S. Hunter

EIVED
ST. HWY ENGR
OCT 13 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTM T OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: October 1, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon FAS-253
Rock Creek-Steamboat Section
North Umpqua Highway

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

I have reconsidered Douglas County's proposal to construct a widened pavement overlay with minimum top width of 26 feet for the subject section.

The additional information attached to Mr. Rulien's memorandum indicates the proposed section is the most acceptable alternate when considering environmental impacts, construction costs, and asthetics of the area.

Therefore, I now concur with the 26-foot minimum section proposed by the County.

G.K. Hossner
for G. L. Green

Prange
Discuss pls
*

Geo. - advise those who need to know
R

PROJECT MANAGEMENT SEC
ROUTING
ENGINEER
OCT - 6 1975
REMARKS:

RECEIVED
STATE HWY ENGR
OCT 6 '75
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

fas 253
Doug Co

September 25, 1975

TO Mr. Glen L. Green
Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

RE Rock Creek-Steamboat Bridge Section
North Umpqua Highway, FAS 253
Douglas County

Attached is additional documentation for the reconsideration of Douglas County's proposed FAS-C project. An earlier request was submitted to you in March of this year suggesting concurrence in the County's proposal to construct a widened pavement overlay with a top width of 26 feet. Your March 20, 1975 letter deferred concurrence in the 26-foot width and suggested a higher standard be used. As suggested by Tom Lowe, FHWA Area Engineer, the County has resubmitted its request with alternate estimates, photographs, and statements from public agencies. A Project Environmental Assessment has also been prepared.

We still concur with Douglas County as we did in March that the proposed basic 26-foot paved section with strategically located turnouts is the most feasible alternative from both an economical and a construction standpoint. It is felt that the County is sincerely attempting to provide a high degree of service to the timber and recreation interests and to furnish optimum safety and efficiency to the traveling public while at the same time preserving the natural character and environment of the North Umpqua River corridor. Again your concurrence is requested.

RHP:mm

Attachment

cc: [illegible]

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Douglas C
FAS 253

FORM 81 734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September 3, 1975

FILE: ENV 3

FROM: EB ENGELMANN
Region III Environmentalist

TO: George Ramjoue'
Project Coordinator, Environmental

SUBJECT: Rock Cr.-Steamboat Cr. Section
North Umpqua Highway
Douglas County
Project Environmental Assessment

Enclosed please find a Project Environmental Assessment for the Rock Creek-Steamboat Creek Section of the North Umpqua Highway. Included as part of the assessment are:

A county resolution to manage the highway as a scenic, low speed, utility arterial,

Correspondence with and concurrence from the Umpqua National Forest,

Correspondence with and concurrence from Roseburg District, BLM,

The county proposal for a 26-foot minimum roadway,

A 32-foot roadway study estimate,

A 40-foot roadway study estimate,

A folder of photos.

The supporting documents have been added in deference to the exceptional environmental sensitivity of the North Umpqua River Corridor. They help to explain why the county is seeking the particular proposal submitted rather than something of a greater scale.

EE/cw
Encl.

cc George Hopkins ✓
Glen Clark

Hal
Is this the FAS-C project #?

RECEIVED
COUNTY & CITY SECTION
SEP 4 - 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

SEP - 1 1975
FEDERAL AID
REMARKS:

FAS 253
Doug Co

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 16, 1975

A. PROJECT IDENTIFICATION

Name of Project Rock Creek-Steamboat Creek (Section)

Location of Project - North Umpqua Highway, County Rd. (Highway Name) No. 4, St. Route 138, FAS No. 253 (Highway No., US - ORE)

E-NE of Roseburg (City) Douglas (County) III (Region)

Program FAS-C (Funding) $1,600,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Structurally upgrade the 16.5 mile section with an overlay and variable paving of shoulders, provide safety guardrail and left-turn channelization. Guard rail is to be placed at locations where a significant danger exists.

Origin and History: This section of the N. Umpqua Highway was completed in the early fifties by the Bureau of Public Roads. Douglas County assumed maintenance responsibilities shortly after completion. No Construction has been done in this section since its completion other than 1964 flood repair.

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 16.5

Termini West end of project at east end of Rock Creek Bridge (M.P. 22.2)
East end of project at west end of Steamboat Creek Bridge (M.P. 38.7)

Alignment (new or existing) Existing

RECEIVED
COUNTY & CITY SECTION
SEP [illegible] 1975
☐ ENGR. ☐ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

Form (2)9-74

Description of Project (cont

Right-of-Way (acreage and type of land use) No new right-of-way will be required.

Typical Section Existing section is 22 feet of paved surface with two-foot shoulders. Proposed section will have 26 feet paving minimum but will be variable.

Bikeway

Structures No structural work.

Additional Facilities

Access Control

Materials

Borrow and Waste Disposal

Special Construction Methods

Characteristics (ADT) 1,500 vehicles at M.P. 21.96 (0.02 mile east of Rock Creek Road); 950 vehicles at M.P. 38.71 (0.02 mile east of Steamboat Creek Road). 1974 figures. (See also below)

Other General Information (or Supplemental information to items) Douglas County has a resolution to manage the facility as a scenic, low speed, utility arterial in deference to both the route's importance as a scenic recreation access and its function as the primary access to timber holdings of the Umpqua National Forest. B.L.M. and private holdings. Key traffic figures in this regard are: 1974 maximum day loading of 412% of ADT, a heavy vehicle factor of 37.9% of ADT, and five-axle trucks comprising 18.7% of ADT.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

None, save no action

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,)

Public Hearing(s) Schedule: ☒ XX Not Required ☐ Required

Type

Tentative Date(s)

A-95 Review: ☐ Not Required ☐ Required

Date Submitted

Date Received

Expected Coordination with Local, State and Federal Agencies

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☐ Survey Authorization______________
☐ Reconnaissance______________
☐ Field Location______________
☐ Office Location______________
☐ Field Prel. Design______________
☐ Office Prel. Design______________
☐ Final Design______________
☐ Contract Plans______________

FHWA

Status Date

☐ Systems Planning______________
☐ Prel. Engineering______________
☐ Corridor Approval______________
☐ Design Approval______________
☐ Plans, Specifications and Estimates Approval______________

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.)______________

See attached pages 4A-4B

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Prologue

The project is located in the North Umpqua River Canyon, an exceptionally scenic corridor. The North Umpqua River is nationally, if not world, renowned for its fine summer steelhead fly-angling. In this regard, Zane Grey first widely extolled its virtues, which are still being promoted by Field and Stream, Salmon, Trout, Steelheader, Fenwick's Lunker Gazette and others. The North River also provides quality spring chinook salmon and winter steelhead angling; and a substantial number of people enjoy trout fishing for Wildlife Commission planted "catchables" in the late spring and early summer of each year. Numerous other folks are content simply to picnic, camp, observe, or just relax along the river's banks.

The North Umpqua Canyon Corridor further provides the major access route for recreationists and tourists bound for Diamond Lake and Lemolo Lake Recreation Areas, and it serves as a significant route of entry to Crater Lake National Park. The entire river reach of the project section is also currently being studied by OSHD for possible inclusion in the scenic waterways program.

Locally the fishing qualities and/or scenic amenities of the North Umpqua Canyon have provided impetus for the formation of groups such as the Steamboaters, the Friends of the North Umpqua, and the Umpqua Wilderness Defenders. These properties have also drawn conservation support from long-standing or geographically dispersed groups like the Izaak Walton League, the Steelheaders Council of Trout Unlimited, the Audubon Society, the Sierra Club, the Wilderness Society, and others.

The river, the canyon and subsequently the highway are aesthetically and environmentally very sensitive. Any agency proposal must take this sensitivity and the resultant public trust into account.

TOPOGRAPHY

The project is situated along the North Umpqua River, the 106 mile-long major tributary of the Umpqua River system. This stream drains a predominantly forested basin of 1,308 square miles which ranges in elevation from Mt. Thielsen's 9,182 feet to 460 feet at River Forks, the confluence with the South Umpqua River. The average gradient of the stream in a reach which includes the project section (River Forks-Boulder Creek) is 19 feet per mile. Annual precipitation over the basin ranges from a low of 25 inches to presumed highs of about 80 inches.

The actual project section lies in the lower half of the North Umpqua River Canyon, here a relatively narrow trough with steep sides but having reasonably open bends and a relatively gentle gradient. At the Steamboat Bridge the roadway is still under 1,200 feet elevation.

GEOLOGY

In terms of geology, the project is in the Western Cascades Province. This is an area predominantly of volcanics with only a few sedimentaries and those, if any on the project section, are to be found on its western margin. Geology is dominated by the Little Butte Volcanic Series (massive beds of dacite and andesitic ash-flow tuff and lesser amounts of flow rock of andestic and basaltic composition) and the Colestin-Fisher Formation (massive greenish gray pumiceous tuff, andesitic tuff breccia, andesite flows, conglomerate, tuffaceous sandstone and siltstone.

VEGETATION

Vegetation over the project section falls into the southwest margin of Franklin & Dyrness' Tsuga heterophylla (western hemlock) Zone (Natural Vegetation of Oregon and Washington, 1973). While named for the dominant climax Tsuga heterophylla-Thuja plicata (western hemlock-western redcedar) species, the zone is frequently dominated by sub-climax Pseudotsuga menziesii (Douglas fir) as is the case on the North Umpqua.

Since the project section lies just east of the interior Umpqua Valley vegetational area and just north of the Mixed Conifer & Mixed Evergreen Zone, considerable vegetative diversity should be expected--and such is the case. In addition to the clearly dominant Douglas fir, one finds western redcedar, western hemlock, grand fir, Pacific yew, pine, madrone, bigleaf maple, oak, alder, willow, golden chinkapin, ceanothus, manzanita, poison oak and other understory species.

FISH

The North Umpqua River has natural runs of four anadromous fish species with two distinct races recognized for each of two of those species. It also has four species of trout: Rainbow, cutthroat, brown and brook, with all but the last of these found in the project area. The anadromous runs are as follows:

	ESTIMATED RUN INTO NORTH UMPQUA BASIN	ACTUAL 1974-75 ESCAPEMENT OVER WINCHESTER CO. STA.
Summer steelhead	12,000	8,422
Winter steelhead	9,500	6,109
Spring chinook	12,000	10,898
Fall chinook	300	127
Coho	1,000	504
Searun cutthroat	2,000	622

Oregon State Game Commission (now Department of Fish and Wildlife) figures show an estimated 24,000 angler days spent harvesting 6,000 steelhead, with a gross expenditure of $444,000 on the effort (1972). Another 8,000 angler days were spent harvesting 2,000 salmon at a gross expenditure of $148,000 (OSGC figures use $74.00 per fish harvested to calculate gross expenditures).

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

See attached page 5A

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:
   None Required

   Consequences:

2. Estimated Changes in Traffic Patterns:
   None anticipated

   Consequences:

CULTURAL SETTING

There is some private property in the project area but most of the adjacent land is owned by the Umpqua National Forest or the Roseburg District of the B.L.M. Douglas County Parks Department also controls some abutting property. For the private land the dominant land use is for timber production; but there is some widely dispersed roadside settlement at Rock Creek (M.P. 22.1), Frontier Store (M.P. 25.9), Susan Creek Village (M.P. 28.0), and Steamboat Inn (M.P. 38.1). Additional light residential activity exists, but it is far enough from the road to go essentially unnoticed.

As a cultural "response" to the scenic and natural qualities of the corridor, numerous turnouts and eight properties which would likely qualify as Section 4(f) lands (_if_ they were impacted, which they will _not_ be) are found on the project section. Four of these parks or dedicated waysides/picnic sites belong to Douglas County, two are the property of the Umpqua National Forest and two are under the jurisdiction of the State.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use:

None Anticipated

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

See attached Page 6A

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

See attached Page 6A

Consequences:

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

The material source and its operation;
avoidance of potential Section 4 (f) properties.

7. Potential for Controversial Issues:

The scale of the project (if anything more than the minimum proposed);
guardrail installation;
the quarry used;
stage construction and traffic control.

ITEM 4

There will be a variety of temporary adverse environmental effects associated with construction activity. Some light clearing and grubbing and grading activity is likely within the adjacent right-of-way. Noise and air quality will suffer short-term deterioration. Dust will be a problem during construction, though it will be abated somewhat. Surface runoff will be degraded to a degree in the initial season or two during and after construction, both by a small initial intrusion of petroleum distillates and by temporarily increased sediment loads.

Conditions will soon stabilize and return to pre-construction conditions and levels; no lasting impacts are foreseen.

ITEM 5

The project section will have an unsettled, scarred appearance during construction. Temporary degradation such as construction debris, discarded asphalt mix, unfinished light earthwork and other discordant views will ensue. Local aesthetics will be permanently dilluted by the installation of additional lengths of safety guardrail.

Conditions will stabilize and return to the pre-construction aspect. The contractor will leave the project with a clean, groomed appearance and a couple of seasons will mend much of the unfinished look of the work. The actual facility will look better than it now does. Again, this is not a major grading project, rather it is basically an overlay and modest widening of an existing facility.

Consequences of the proposed guardrail installation are somewhat subjective and largely indeterminate. It has been alleged that present easy, often direct access to known "fishing holes" would be lost. In instances, access would be less direct and more restricted, though all available turnouts would be signed and developed for use. Maximum dislocations appear to be on the order of one to several hundred yards. Aesthetics will doubtless be somewhat reduced.

The proponents' view is that the benefit of the guardrail in terms of safety, both as a "last resort" recovery device and as a preventative measure for discouraging parking in tight spots (which now frequently encroaches on the travelway) will more than offset real losses through any adverse effects. Finally, only guardrail warranted by engineering and safety standards will be installed.

8. Potential Consistency of Proposal with (complete when applicable):

   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

REGION -
(Environmentalist, Resident Engineer)

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF ACTION

☐ Major Action
  ☐ Significant ☐ Non-Significant
☒ Non-Major Action

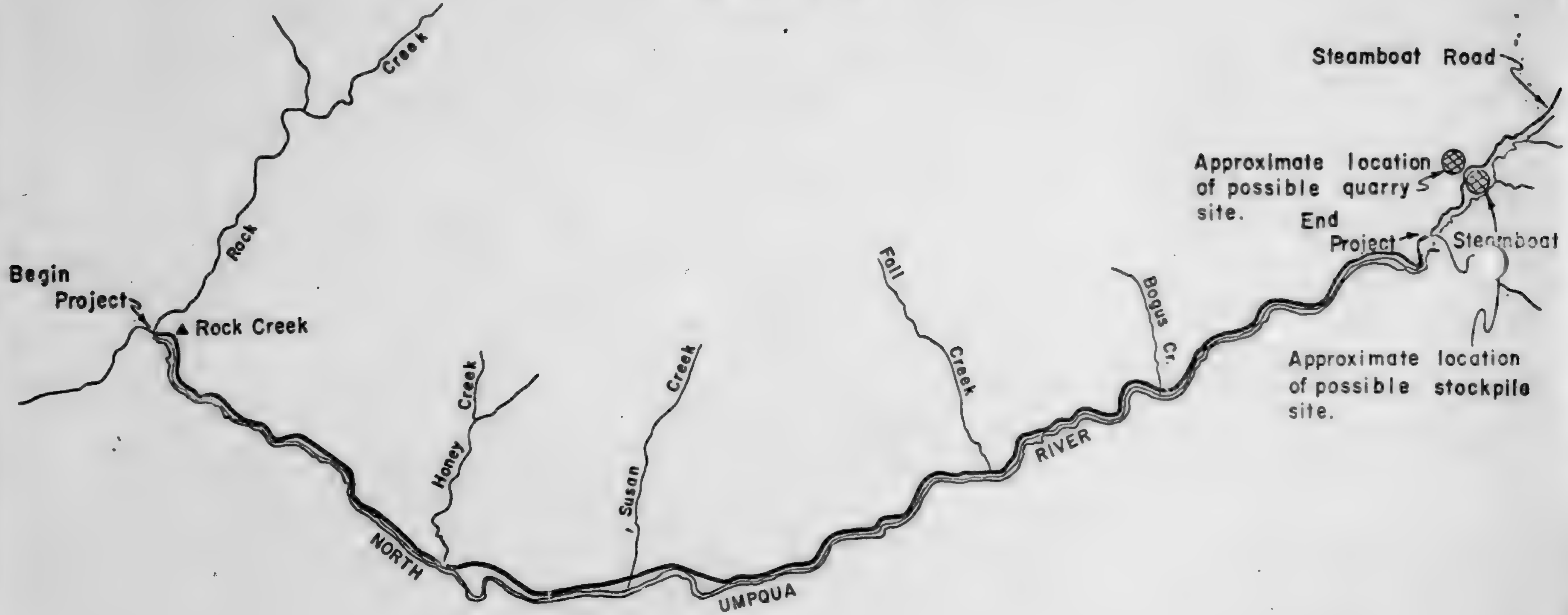
L. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ OTHER ______________________

ROCK CREEK — STEAMBOAT BRIDGE SECT.

N. UMP. HWY.


Steamboat Road
Approximate location of possible quarry site.
End Project
Steamboat
Approximate location of possible stockpile site.
Begin Project
Rock Creek
Rock Creek
Honey Creek
Susan Creek
Fall Creek
Bogus Cr.
NORTH UMPQUA RIVER

Rulien

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

PRO 6

Mr. George Grubb
Director of Public Works
Douglas County
Courthouse Room 219
Roseburg, Oregon 97470

September 3, 1975

Dear Mr. Grubb:

This will acknowledge your letter of August 26, 1975, transmitting a revised FAS-C application for the Rock Creek-Steamboat Bridge section of the North Umpqua Highway along with requested photographs, Board of County Commissioners Resolution, letters from BLM and the Forest service, and copies of previously submitted cost estimates for various top widths. Mr. Eb Engelmann, Regional Environmentalist has the Project Environmental Assessment and will handle the processing of that document.

It is believed that this current presentation documents the "Downscoped" project discussed April 17, 1975 informally with Mr. Lowe of the Federal Highway Administration. This new application and accompanying data is being forwarded to the Project Management section for further processing towards formal approval by FHWA. ✓

Very truly yours,

ALFRED SHIRLEY, JR.

Glen L Clark

By GLEN L. CLARK
Regional Federal-Aid Engineer

RECEIVED
COUNTY & CITY SECTION
SEP 15 1975
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UC
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

SEP - 5 1975 FAS-C

GLC/dd

cc: L.W. Rulien ✓
Jack McCormick
Vern Shull
Eb Engelmann
Tom Lowe

Bob - please process, this is a [illegible]

DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS
GEORGE E. GRUBB, DIRECTOR
ROOM 219—COURTHOUSE
ROSEBURG, OREGON 97470
(503) 672-3311, EXT. 219

W. C. "BILL" BOWNE, ASST., DIRECTOR
ENGINEERING
ROOM 123, COURTHOUSE
EXT. 121

H. NILE HOOVER, ASST., DIRECTOR
HIGHWAY MAINT. & CONST.
2686 N. E. DIAMOND LAKE BLVD.
(503) 672-3381

August 26, 1975

Mr. Glen Clark
Federal Aid Engineer
Oregon State Highway Department
Roseburg, Oregon 97470

Dear Sir:

Included with this letter is Douglas County's re-application for a Federal Aid Secondary Project on the North Umpqua Highway FAS Route #253. Included also are the project environmental assessment and copies of correspondence from concerned citizens and other governmental agencies, and other material which will be explained in further detail hereafter.

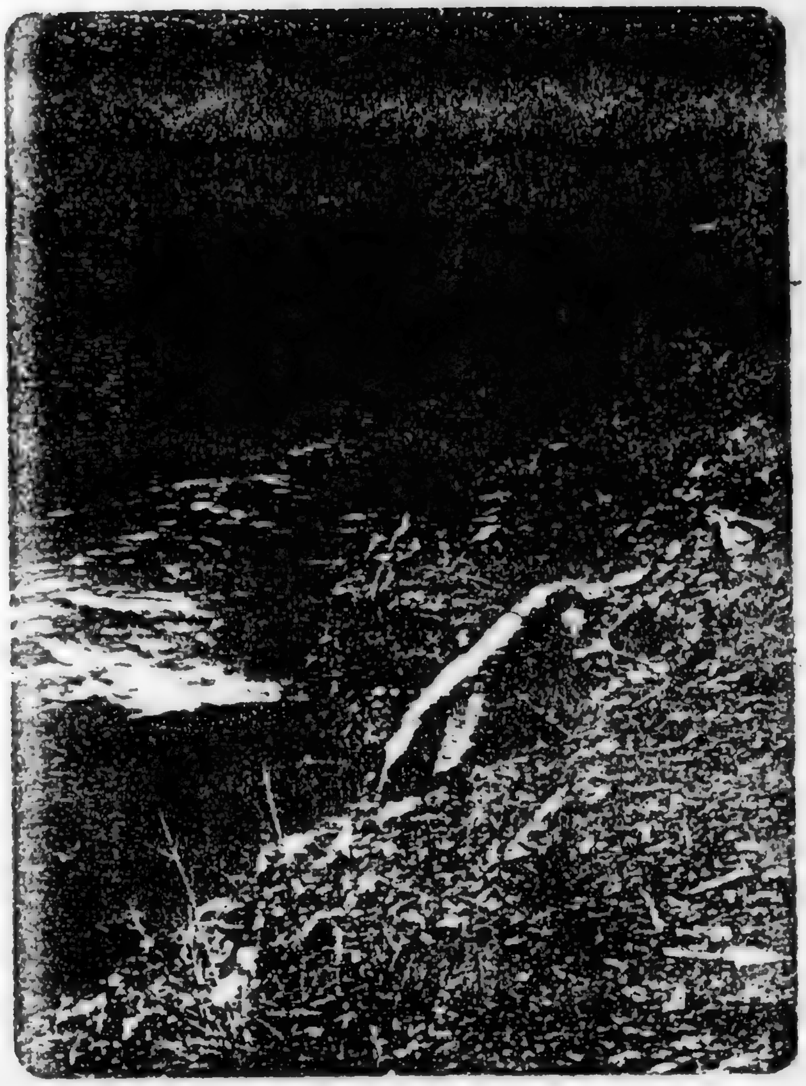
There has been one major change in the project. As noted previously the County had been working with Umpqua National Forest in establishing a quarry site suitable for the project. The County now has a special use permit from Umpqua National Forest for a quarry approximately 1.03 miles up Steamboat Creek Road. The quarry to be used is one that has been used before and has the additional advantage of having sufficient area near it for use as a crusher and plant site for which the County also has a special use permit. The County will likely use this same source for the same type of project extending from Steamboat Creek Bridge to Marsters Bridge in approximately two years.

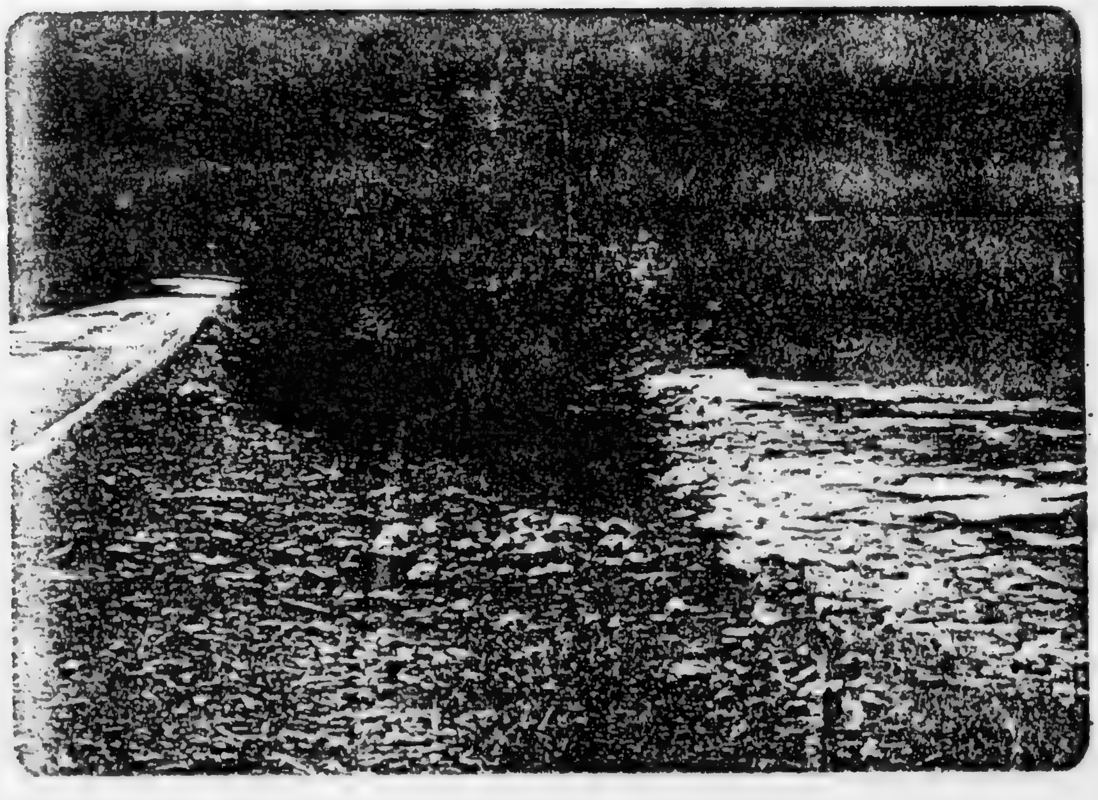
Enclosed also are copies of letters to and from the Umpqua National Forest and the Bureau of Land Management concerning the proposed project.

A Resolution signed by the Douglas County Board of Commissioners on May 14, 1975 establishes maintenance policy for the North Umpqua Highway. A copy of this Resolution is also enclosed.

You have copies of rough estimates prepared by this department showing what the financial impact would be if the highway were re-constructed to present prevailing standards for highways. Of far greater impact would be the effect upon the scenic and recreational values of the road and river.

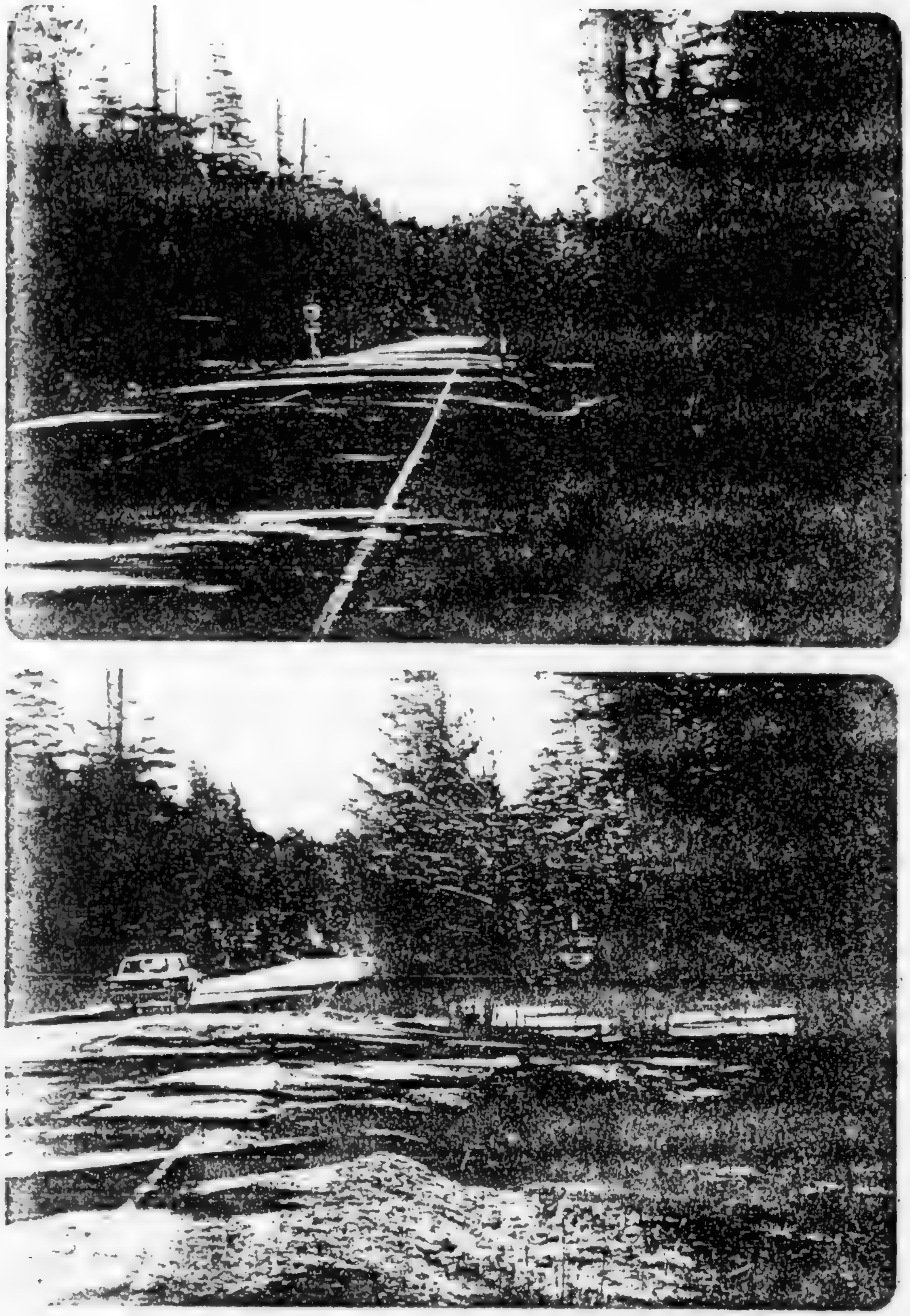
1. Typical North [illegible] [illegible] section. Note returning vegetation [illegible] fills.





2. Note narrow shoulders on right ahead, with a fisherman parking area that could be developed in foreground.

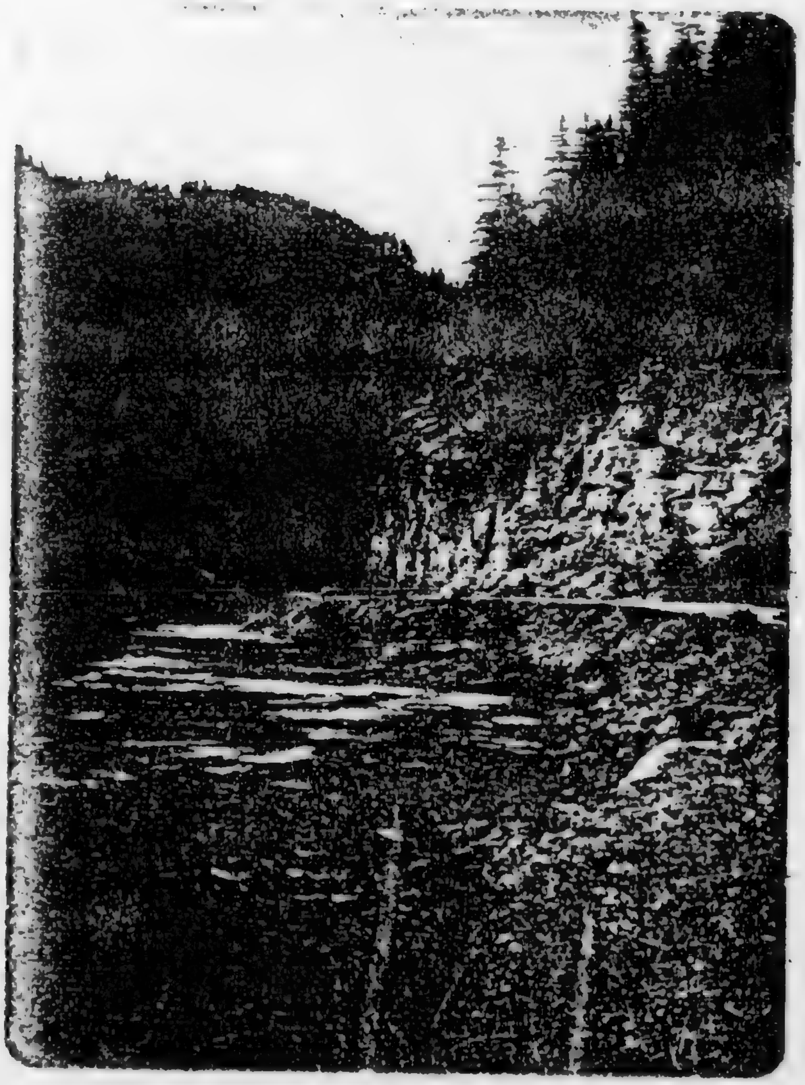
3. Typical North Umpqua Highway scene. Note two vehicles parked in a fisherman parking area along a favorite stretch of the river.



4. & 5. Typical recreation park entrance exhibiting need for decel lane so that recreation vehicles can exit without danger of being rear-ended.

6. Note narrow shoulder on right and steep rocky hillside on left. Widening would be difficult & expensive.

7. Note almost vertical bluff on right. Extensive widening would be nearly impossible if traffic was to be maintained.



8. Fisherman parking area on left. There are many of these short areas, which provide space for 1 to 4 vehicles. These areas should be paved and suitably signed.

9. View of typical terrain which would make widening so expensive and difficult.

DOUGLAS COUNTY, OREGON
FILED
MAY 14 1975
DORIS L. WADSWORTH, Co. Clk.
Deputy Clerk

IN THE BOARD OF COUNTY COMMISSIONERS FOR DOUGLAS COUNTY, OREGON

In the Matter of Establishing Policy for)
the Maintenance and Future Improvement)
of the North Umpqua County Highway, Number 4,)
State Route 138, from Lone Rock Bridge,)
M.P. 17.9 to Soda Springs, M.P. 54.0,)
Douglas County, Oregon.)

RESOLUTION

1. Purpose and Character: The purposes of this highway shall be twofold:

First -- This highway traverses some of the most scenic and valuable recreational lands in Douglas County. The river recreational fishery alone constitutes a resource capable of sustained management which is worth millions of dollars and countless man-days of recreation for Douglas County's citizens and its recreation industry. Together with its scenic beauty, wildlife and opportunities for a variety of outdoor recreation, it constitutes a priceless resource worth preservation in perpetuety. It is further acknowledged that the high quality of the resources inherent in this river system are of more than local interest and do, in fact, attract recreation seekers from all of Oregon, neighboring states and the nation. Therefore, the management of this highway and its impact upon the North Umpqua River watershed shall be directed toward preservation of these values, to-wit: (1) Water Quality (2) Fish and Wildlife Habitat and (3) Natural Scenic and Sylvan Beauty.

Second -- This highway constitutes a principal transportation route for logs and timber products for a large portion of the Umpqua National Forest and the National Resource Lands administered by the Bureau of Land Management. It also furnishes access to a considerable volume of privately-owned commercial forest and to both privately-held and public recreational developments such as at Diamond Lake. The management of this highway shall, therefore, include consideration for service to this industry in a manner designed to furnish optimum public safety and efficiency consistent with preserving the natural character and environment of the river corridor.

2. Engineering Considerations: This highway shall be managed as a scenic and low-speed utility arterial. Therefore, compromises will, in some instances, be made with engineering standards that may apply to other highways where efficient management of traffic is the prime consideration.

2.1 Earthwork. Shall be kept to a minimum to let natural vegetation protect cutbanks and fill slopes wherever possible. Whenever it becomes necessary to disturb vegetated earth or earth in the process of revegetation, then the necessary earthwork shall be accomplished in such a manner as to facilitate speedy recovery and to render subsequent disturbance unnecessary. Except in cases of extreme emergency, no material of any kind will be deposited within the river's high water flow-lin This includes the disposal of materials from slips or slides that can be hauled to disposal sites and that will not have an undesirable impact upon the sightlines, water quality or stream bank integrity of the river. Whenever the roadbed must be replaced or extended, the work shall be done with such materials and care as to assure permanence. This shall include consideration of such measures as hand-laid rock retaining wall where other methods might fail or lead to continuing depreciation of the river bank.

2.2 Pavement and Shoulders. Wherever possible, overall roadway width shall be limited to the present

Douglas County, Oregon.)

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2.2 Pavement and Shoulders. Wherever possible, overall roadway width shall be limited to the present dimensions, except where extra width can be achieved without undue earthwork from cut banks or filling of the river side of the grade. Pavement travel width shall be limited to

26 feet. This shall not limit the paving of turnouts or fishing access parking where roadway widths permit this use. Nor is it necessary that the 26-foot pavement width be uniform over the entire length of the road. Wherever 26 feet cannot be achieved without extensive earthwork or compromise to the river environment, then pavement surface shall be of lesser width.

2.3 Alignment and Sight Distance. Under no circumstances will presently stabilized grade or cut bank be disturbed for the purpose of grade, alignment or sight distance improvement. This does not apply to locations where there is an existing and re-occurring problem and where additional earthwork can be expected to permanently correct an unstable grade or cutbank.

Sight distance shall be maintained where required to accomplish safety consistent with low-speed requirements stated elsewhere in this order. Vegetative cover and trees may be removed to accomplish this purpose and to maintain a reasonable number of scenic vista points. As a matter of practice, trees or plant materials will be pruned or topped so that their soil-holding capability is not impaired.

2.4 Guard Rails and Other Miscellaneous Provisions. It is believed that guard rails often lead to a false sense of security on low-speed roads, thus tending to unreasonably increase traffic speed. They also do not add to the aesthetic beauty of a roadway. In this instance, they may also complicate the long-standing practice of fishermen parking along some stretches of the road shoulder. Therefore, some deviation from standard practice should be considered in the placing of guard rail structures.

The use of plant control chemicals, or any other agent or material that may adversely affect water quality or wildlife, shall be authorized only upon express authority of the Douglas County Public Works Director, and then only within constraints imposed by the federal forest management agencies and the Oregon Department of Environmental Quality.

3. Special Considerations: Since it is recognized that this highway has a special dual-purpose function and that it also has a unique sensitivity to the North Umpqua River environment of quality recreational resources of high value to the state and nation, it is, therefore, acknowledged that standard engineering specifications as prescribed for highways generally by the federal government, the State of Oregon and Douglas County, may not apply. It is, therefore, RESOLVED that any plans for change in the physical or engineering aspects of Douglas County Highway No. 4, be accepted only after consultation with available environmental planners, responsible fish and game agencies and interested commercial and recreational users.

DATED this 14th day of May, 1975.

BOARD OF COUNTY COMMISSIONERS OF
DOUGLAS COUNTY, OREGON

L. W. Michaels

L. W. Michaels, Chairman

apply to locations where there is an existing and re-occurring problem and where additional earthwork can be expected to permanently correct an unstable grade or cutbank.

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DATED this 14th day of May, 1975.

BOARD OF COUNTY COMMISSIONERS OF
DOUGLAS COUNTY, OREGON

L. W. Michaels, Chairman

John T. Truett, Commissioner

Ray E. Doerner, Commissioner

FAS 253
Doug Co

UN STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Umpqua National Forest
P. O. Box 1008
Roseburg, Oregon 97470

REPLY TO 2720 Special Uses

July 30, 1975

SUBJECT: Permits for quarry and stockpile site - Steamboat Creek, July 30, 1975

TO: Mr. George E. Grubb
Director of Public Works
Room 219 - Courthouse
Roseburg, OR 97470

Enclosed are your approved copies of the permits for a quarry and stockpile site up Steamboat Creek.

Please feel free to call on this office or the Steamboat District Office for any further information you may need.

KENT T. CHURCHILL
Acting Forest Supervisor

Enclosures

Two Copies to Don Trout
5-20-76

RECEIVED
COUNTY & CITY SECTION
MAY 17 1976
☐ ENGR. ☐ COOR. ☒ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

DUPLICATE

U.S. Department of Agriculture
Forest Service

SPECIAL USE PERMIT

a. Record no. (1-2) 70	b. Region (3-4) 06	c. Forest (5-6) 15
d. District (7-8) 05	e. User no. (9-12) 1200	f. Kind of use (13-15) 402
g. State (16-17) 41	h. County (18-20) 019	i. Card no. (21) 1

Permission is hereby granted to Douglas County Public Works Department

of Roseburg, Oregon

hereinafter called the permittee, to use subject to the conditions set out below, the following described lands or improvements:

Old BPR quarry site located 1.03 miles up Steamboat Creek Road and lying northerly of Steamboat Road (S32, T25S, R1E, WM).

This permit covers five (5) acres and/or miles and is issued for the purpose of:

Quarry for production of paving aggregate for use in overlay of Diamond Lake Highway.

1. Construction or occupancy and use under this permit shall begin within one (1) year xxxxx, and construction, if any, shall be completed within two (2) years xxxxxx from the date of the permit. This use shall be actually exercised at least ninety (90) days each year, unless otherwise authorized in writing.

2. Free Use, under the provisions of 36CFR251.2

3. This permit is accepted subject to the conditions set forth herein, and to conditions 18 to 37 attached hereto and made a part of this permit.

PERMITTEE	NAME OF PERMITTEE DOUGLAS COUNTY PUBLIC WORKS DEPARTMENT	SIGNATURE OF AUTHORIZED OFFICER TITLE Dir. Pub. Works	DATE July 29, 1975
ISSUING OFFICER	NAME AND SIGNATURE X	TITLE Acting Forest Supervisor	DATE 7/30/75

(CONTINUED ON REVERSE)

2700-4 (7-71)

18. During the performance of this permit, the permittee agrees:

a. In connection with the performance of work under this permit, including construction, maintenance, and operation of the facility, the permittee shall not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national origin.

b. The permittee and his employees shall not discriminate by segregation or otherwise against any person on the basis of race, color, religion, sex, or national origin by curtailing or refusing to furnish accommodations, faciliites, services, or use privileges offered to the public generally.

c. The permittee shall include and require compliance with the above nondiscrimination provisions in any subcontract made with respect to the operations under this permit.

d. Signs setting forth this policy of nondiscrimination to be furnished by the Forest Service will be conspicuously displayed at the public entrance to the premises, and at other exterior or interior locations as directed by the Forest Service.

19. The permittee shall indemnify the United States against any liability for damage to life or property arising from the occupancy or use of National Forest lands under this permit.

20. Avalanches, rising waters, high winds, falling limbs or trees, and other hazards are natural phenomenons in the forest that present risks which the permittee assumes. The permittee has the responsibility of inspecting his site, lot, right-of-way, and immediate adjoining area for dangerous trees, hanging limbs, and other evidence of hazardous conditions and, after securing permission from the Forest Service, of removing such hazards.

21. The operation and maintenance of all sanitation, food-service, and water-supply methods, systems, and facilities shall comply with the standards of the local department of health and the United States Public Health Service.

The permittee shall dispose of all garbage and refuse in a place and manner specified by the Forest officer in charge.

22. The permitted area will be maintained to present a clean, neat, and orderly appearance. Trash, debris, unusable machinery, improvements, etc., will be disposed of currently. Building materials, firewood, etc., will be neatly stacked.

23. The permittee shall dispose of refuse resulting from this use, including waste materials, garbage, and rubbish of all kinds, in the following manner, and shall guard the purity of streams and living water: Deposit in a county approved sanitary landfill.

24. No waste or byproducts shall be discharged if it contains any substances in concentrations which will result in substantial harm to fish and wildlife, or to human water supplies.

25. Storage facilities for materials capable of causing water pollution, if accidentally discharged, shall be located so as to prevent any spillage into waters, or channels leading into water, that would result in substantial harm to fish and wildlife or to human water supplies.

26. The permittee shall protect the scenic esthetic values of the area under this permit, and the adjacent land, as far as possible with the authorized use, during construction, operation, and maintenance of the improvements.

27. The permittee shall be responsible for the prevention and control of soil erosion and gullying on the area covered by this permit and lands adjacent thereto, and shall provide preventive measures as required by specifications attached to and made a part of this permit.

28. The permittee shall take reasonable precautions to prevent pollution of or deterioration of lands or waters which may result from the exercise of the privileges extended by this permit.

29. The permittee shall install fire extinguishers and firefighting apparatus of types, of capacities, in numbers, and at locations approved by the Forest Supervisor. This equipment shall be in readiness at all times for immediate use, and shall be tested each year, at such times as may be required by the Forest Supervisor.

30. During the fire season, as determined by the Forest Service, the permittee shall furnish and maintain in serviceable condition a fire-tool box, and fire tools to be used only for suppression of Forest fires. The toolbox shall be located at the site and will contain the following tools:

TOOL TABLE

30. (Con't)

No. of Men in Operation	1-4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Tool Box	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Axes or Pulaskis	1	1	1	1	1	1	2	2	2	2	2	2	2	2	3	3	3
Shovels	2	2	2	3	3	3	3	4	4	5	5	6	7	7	7	7	7
Hazel Hoes or Pulaskis	1	2	3	3	4	5	5	5	6	6	7	7	7	8	8	9	10

31. The permittee shall do everything reasonably within its power and shall require its employees, contractors, and employees of contractors to do everything reasonably within their power, both independently and upon request of the Forest Service to prevent and suppress fires on or near the lands to be occupied under this permit.

32. The permittee shall restrict all parking to areas approved by the Forest Service.

33. No signs or advertising devices shall be erected on the area covered by this permit, or highways leading thereto, without prior approval by the Forest Service as to location, design, size, color, and message. Erected signs shall be maintained or renewed as necessary to neat and presentable standards.

34. The acquisition or assumption by another party under an agreement with the permittee of any right or obligation of the permittee under this permit shall be ineffective as to the Forest Service unless and until the Forest Service shall have been notified of such agreement and shall have recognized and approved it in writing signed by the Forest officer who approved this permit, or by his successor or superior officer; and in no case shall such recognition or approval:

    a. Operate to relieve the permittee of the responsibilities or liabilities he has assumed hereunder; or

    b. Be given unless such other party

        (1) Is acceptable to the Forest Service as a permittee, and assumes in writing all of the obligations to the Forest Service under the terms of this permit as to the incomplete portion thereof, or

34. (Con't)

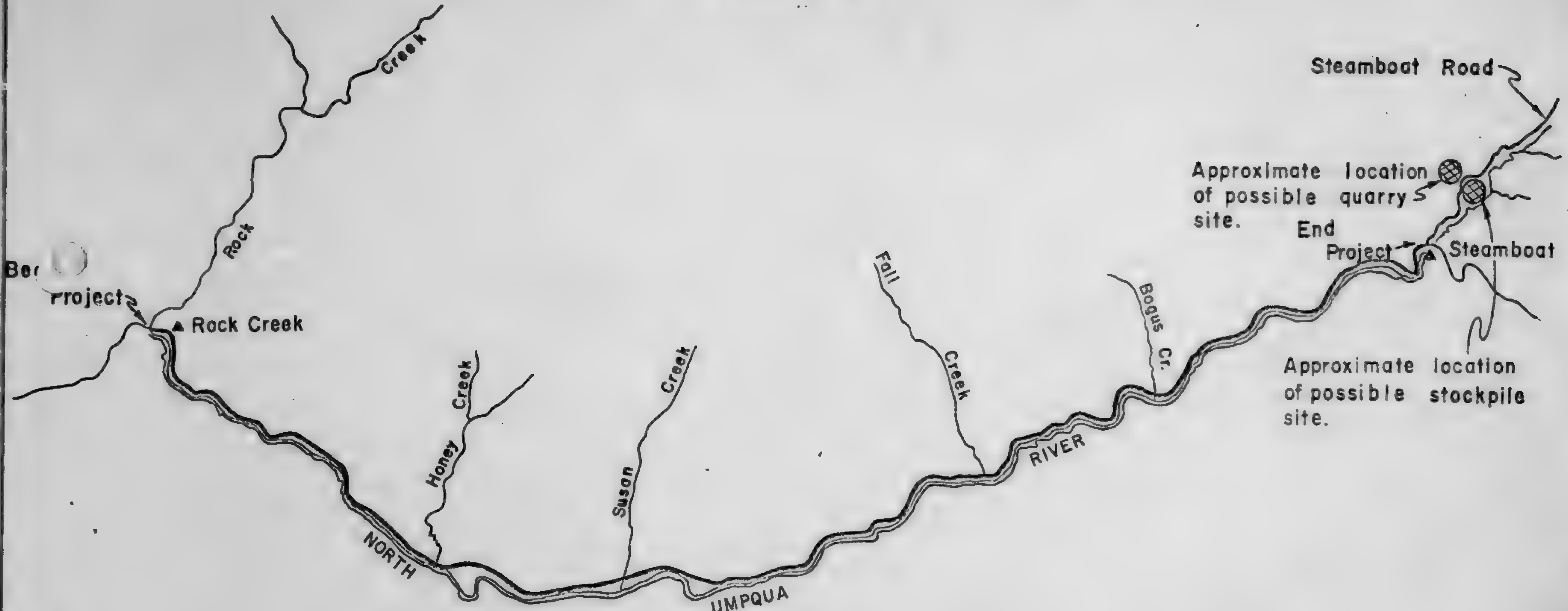
    (2) Acquires the rights in trust as security and subject to such conditions as may be necessary for the protection of the public interests.

35. This permit confers no right to the use of water by the permittee.

36. Unless sooner terminated or revoked by the Regional Forester, in accordance with the provisions of the permit, this permit shall expire and become void on December 31, 1976, but a new permit to occupy and use the same National Forest land may be granted provided the permittee will comply with the then-existing laws and regulations governing the occupancy and use of National Forest lands and shall have notified the Forest Supervisor not less than two months prior to said date that such new permit is desired.

37. Nothing in this permit shall be construed to imply permission to build or maintain any structure not specifically named on the face of this permit, or approved by the Forest Service in the form of a new permit or permit amendment. Additional structures requiring specific approval shall include, but are not limited to: signs, fences, nameplates, mailboxes, newspaper boxes, boathouses, docks, pipelines, and television antenna.

ROCK CREEK — STEAMBOAT BRIDGE SECT.
N. UMP. HWY.


Steamboat Road
Approximate location of possible quarry site.
End Project
Steamboat
Approximate location of possible stockpile site.
Rock Creek
Be
Project
Rock Creek
Honey Creek
Susan Creek
Fall Creek
Bogus Cr.
NORTH
UMPQUA
RIVER

Box 300
Salem OR 97308

NOTED
E. S. HUNTER

May 13, 1975

1041DB.3/INQ 472

RECEIVED
STATE HWY ENGR
MAY 1 4 '75
REFER TO
FOR
Info | B/D | D/R | Sign | Act | File

Ms. Joan Knudtson
Friends of the North Umpqua
P. O. Box 516
Roseburg OR 97470

OTED
E. JOHNS

Dear Ms. Knudtson:

I appreciate your letter of April 30, 1975 concerning the planned improvement to the North Umpqua Highway between Rock Creek and Steamboat.

This section of highway is on the Federal-aid Secondary Highway System. By agreement, the Oregon Department of Transportation has the authority to determine expenditures of Federal-aid Secondary funds within governing Federal regulations. Our only direct involvement is in the EIS process, approval of the program, and authorization of exceptions to normal design standards.

Recently Messrs. George Grubb, Douglas County, Glen Clark, OSHD, and Tom Lowe of this office made a field review of the County's proposal to repave the existing roadway. I understand the County is now in the process of submitting a formal proposal to the State Highway Division. Your concerns regarding widening of this project will be fully considered during our review of this project.

I am forwarding a copy of your letter to the Oregon Highway Division and Douglas County. Your future contacts regarding this project should be with local County or State officials. Again, I thank you for expressing the concerns of your organization in this matter.

Sincerely yours,

G. L. Green
Division Engineer

cc:
OSHD (F B Klaboe) w/attach
OSHD (A Shirley) "
OSHD (L W Rulien) "
OSHD (County-City) "
Douglas County "

Friends of the North Umpqua
P.O. Box 516, Roseburg, Oregon 97470

April 30, 1975

Mr G. L. Green
Federal Highway Administration
Salem, Oregon

Dear Sirs:

The Douglas County Public Works Department has, as you know, indicated it wishes to resurface the North Umpqua Highway (County Road #4) from Rock Creek to Steamboat Creek. The Friends of the North Umpqua have expressed concern about construction beyond resurfacing for the following reasons:

The North Umpqua River is one of the great scenic waterways of Oregon. The present road, unfortunately, was built at water level and it is only now that some of the scar has healed by tree and brush growth. Widening, by cutting into banks or building up the river side with fill, will produce another scar as well as hurting the natural river flow.

The Bureau of Land Management and the Forest Service have designated the river a scenic corridor and have placed certain restrictions on their operations to maintain its scenic values. The State of Oregon has designated the road a scenic highway. At present the State Transportation Commission is studying the North Umpqua from approximately Rock Creek to Soda Springs Dam to ascertain if it qualifies as a State Scenic Waterway. While the County Commissioners opposed the study, any action on the federal or county's part to detract from the scenic values would appear to be a willful act at this time.

The North Umpqua is known world wide for its runs of winter and summer steelhead. Only a few rivers carry both runs as compared to those that have just winter runs. The river is heavily fished, particularly in the summer time. Steelhead move upstream in order for spawning. In doing so, they will hold in favorable waters for a period of time. By experience and trial and error, fisherman learn these precise places and it is these spots that receive the heaviest pressure. In a days fishing, the fisherman may range over 40 miles of river fishing. Those particular spots when no one else is on them. Transportation is by car and the fisherman pulls off the road at the widest spot he can find nearest the place he is going to fish. Fishing in the river is often pointed out by the Forest Service as one of the great multi-purpose use of the forest.

RECEIVED
MAY 0 5 1975
OREGON DIVISION

With the addition of the proposed 11 more miles of guard rail, access to fishing spots will be severely restricted. Parking would be afforded at wide intervals which would make the fisherman walk on a busy highway with danger to him and vehicular traffic.

The North Umpqua highway was not built to be a high speed highway and it should be kept that way for the safety of the traveling public and wildlife. Most accidents on the road are due to excessive speed. Widening the road will tend to increase speed.

The North Umpqua highway has been called a "lethal barrier" for wildlife. When you consider that the river is a source of life for many species, you realize that they have to cross the road to get to the river. Any increase of speed will increase chances of damage to the vehicle and the animals.

We urgently request that the North Umpqua Highway east from Idleyld not be widen so that it will be necessary to cut into the banks or add to the stream side slope. Trees and shrubs are to be retained. No additional guard rails should be added except for areas of extreme danger such as outside curves.

Sincerely yours,

Joan Knudtson

Joan Knudtson, Friends of the North Umpqua

DOUGLAS
COUNTY

DEPARTMENT OF PUBLIC WORKS
GEORGE E. GRUBB, DIRECTOR
ROOM 219—COURTHOUSE
ROSEBURG, OREGON 97470
(503) 672-3311, EXT. 219

W. "BILL" BOWNE, ASST., DIRECTOR
ENGINEERING
ROOM 123, COURTHOUSE
EXT. 121

H. NILE HOOVER, ASST., DIRECTOR
HIGHWAY MAINT. & CONST
2563 N. E. DIAMOND LAKE BLVD.
(503) 672-3381

April 28, 1975

Mr. George C. Francis
Bureau of Land Management
1928 N. E. Airport Road
Roseburg, Oregon 97470

Dear Sir:

Douglas County is making application to the Oregon State Highway Dept. and the Federal Highway Administration for a Federal Aid Secondary project extending from Rock Creek to Steamboat Bridge on the North Umpqua Highway. The project will be primarily a re-surfacing and safety project.

Because of the environmental sensitivity of the area, the County proposes a relaxation of Federal Highway standards and in so doing needs the support of the Roseburg District Office of the Bureau of Land Management toward this end. Normally, Federal standards would require a 40 foot paved section and in some instances a relaxation to 32 feet of completed surface. Either of these standards would require extensive grading with the attendant damage to the scenic and environmental values of the North Umpqua River.

The County has proposed a project which would do essentially the following:

1. Pave full width, using available shoulder area with virtually no grading except shoulder preparation. Minimum pavement width would be 26 feet.

2. Widen to extra width in areas where shoulders are now wide, and use these areas for recreational parking. Again, no grading is proposed, except for shoulder preparation.

3. Provide left-turn channelization for major parks and recreational areas. There may be minor amounts of grading necessary at some of these areas.

4. Provide extensive safety guardrail installations to prevent vehicles from entering the river when accidents occur.

The FHWA have indicated they would be receptive to a project of this type if agreement was obtained from other agencies, that environmental concerns far overshadow the need for construction to Federal standards. They have also indicated that a letter from the Roseburg District Office of the Bureau of Land Management to Douglas County indicating approval of such a project would suffice for their needs.

If you have questions regarding the project, please call.

Very truly,

GEORGE E. GRUBB
Director of Public Works

GEG/pw

IN REPLY REFER TO
NUCMP

United States Department of the Interior

BUREAU OF LAND MANAGEMENT
District Office
1928 N. E. Airport Road
Roseburg, Oregon 97470

MAY 9 1975

RECEIVED
MAY 12 1975
DOUGLAS COUNTY ROAD DEPT.

Mr. George E. Grubb
Director of Public Works
Room 219 - Courthouse
Roseburg, OR 97470

Dear Mr. Grubb:

In your letter of April 28, 1975, you requested comments from this office regarding resurfacing of the North Umpqua Highway from Rock Creek to Steamboat.

We generally concur with all your proposals to maintain the environmental values of the North Umpqua River. However, there are a few items which we wish you to consider in this project.

1. Maintain the existing vegetation along the highway. Only remove danger trees or overhanging brush or hardwood which may be a safety hazard.

2. We are concerned about the aesthetics of "extensive guardrail installations", particularly with standard materials commonly used. Could you review this on the ground with us so we can formulate a better judgment on this item?

We are very pleased that the minimum width of the highway will be only 26 feet except in those areas where shoulder area is now available. As stated in your letter, this would keep grading to a very minimum.

Sincerely yours,

Robert A. Smith
District Manager Acting

CONSERVE AMERICA'S ENERGY

Save Energy and You Serve America!

Fas 253
Doug Co

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: REGION 3 (Glen Clark)
OSHD (Robert Prange)

INSPECTION REPORT

REGION NO. 10	REPORT ON Umpqua Highway - Steamboat Section	DIVISION Oregon
DATE OF INSPECTION 4-17-75	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. RS-14(-) FAS 253 Douglas Co

IN COMPANY WITH
Mr. George Grubb, County Engr and Mr. Glen Clark, Region 3 Fed-Aid Engr

REMARKS

RECEIVED
COUNTY & CITY SECTION
APR 29 1975
☑ ENGR. ☐ COOR. ☑ GE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

ROCK CREEK - STEAMBOAT SECTION
North Umpqua Highway
Substandard Section

The State's March 18, 1975 letter requested FHWA's approval of the County's request to repave the existing 26-foot top width. Our March 20, 1970 letter denied concurrence as requested, and suggested a wider section.

A short time later Mr. Glen Clark, and myself discussed this matter with Mr. Grubb, County Engineer. Mr. Grubb explained the various reasons the County had for proposing the 26-foot width. The primary reason was a suspected excessive cost to construct the road to desirable standards. Mr. Grubb felt that if we had to construct to the whole 40-foot width or even 32-foot top width that the cost would be so extreme the project would never be built. Also he felt that numerous local citizen groups such as the "Friends of the North Umpqua" would violently object to any major improvement. The County had discussed the matter with the local BLM & USF Officals who represent the commercial log hauling interest. They are content with the basic 26-foot section with turn-outs. Mr. Grubb agreed to prepare a rough cost estimate for the following sections:

1. A 40-foot section

2. A 32-foot section

3. A 26-foot section as proposed by the County with 10-foot paved turn-outs ~~were~~ where possible.

On April 17, we again met in Roseburg to review in detail the proposal submitted by the County. Attached to this memorandum is that proposal. The County estimated the 32-foot section will cost approximately $7,500,000, 40-foot $16,000,000 and the proposed variable 26-foot to 36-foot section $1,400,000.

FORM PR-33 (REV. 5-70) EDITION OF 7-67 MAY BE USED

Mr. Grubb and Mr. Clark discussed the funding of the Secondary project. Apparently the County has existing credit and can borrow County Secondary funding totaling approximately $1,000,000. Mr. Grubb says the County is willing to foot the bill for the remaining $400,000.

Mr. Grubb discussed the various factions involved in opposing and supporting this project. Namely the group known as "Friends of the North Umpqua" and the Seirra Club will object to any improvement to the existing facility. Mr. Grubb feels that these groups would like the existing road abandoned and a new route built along the northerly ridges. The cost to perform this task is completely out of reason. Also the existing route would have to be maintained to provide access to private properties. The Forest Service and BLM anticipate continous heavy commercial logging use of the existing facility and feel that the proposed 26-foot section will be adequate for their purpose. Mr. Grubb is further proposing to place guardrail along most of the road adjacent to the river to perform a dual purpose of:

1. Retain cars from plunging into the river.
2. Control heavy recreational parking on the tsavel lanes during the summer fishing months.

Mr. Grubb explained that the "Friends of the North Umpqua" were against any guardrail. However Mr. Grubb feels the parking on travel lanes that has existed in the past few years poses an extreme traffic hazard.

Mr. Grubb will submit a number of photographs taken during the last two summers to support his position in this matter. It was agreed that Mr. Grubb will put together the photophgrahs along with written statements from the Forest Services and BLM and resubmit his proposal to the State Highway Division. I told Mr. Grubb and Mr. Clark that I would make a favorable recommendation concerning this proposal, but at this time I did not anticapate what the final decision would be.

SHOTGUN ESTIMATE FOR THE RECONSTRUCTION OF A SEGMENT OF ROAD #4 FROM M.P. 22.19 TO M.P. 38.71

$7,500,000

Typical section for this section is a 32-foot finished width consisting of 2 12-foot lanes and 4 foot paved shoulders. Base design of "a crushed rock equivalent" of 30 inches, consisting of 18 inches of base rock and 6 inches of Class B, A.C.

There will be a 4 to 1 ditch foreslope from the top of surfacing to the sub grade with no sub grade ditch considered. The back slope in cut sections will be 2 to 1 in soil or dirt, 1/2 to 1 in rock. Tallus or loose rock areas will be figured on 1 to 1 or 1/2 to 1 slope.

There is to be standard traffic control devices including guardrail and sight post. The sub grade for this section will be 24 foot, 1/2 width, in both cut and fill sections. As there will be a large unbalance between excavated material and embankment material, there will be a large waste on this project.

Due to the fact that we are adjacent to the North Umpqua River which is considered a scenic area, there will be no embankments into the river or into the overflow area. Therefore, all waste will have to be hauled and dumped in a suitable site on either U.S. Forest Service land or BLM land. There are two sites capable of holding approximately a half million yards of waste. Both of these sites are under the power line in old quarry sites. The BLM site has an average haul for waste of 10 miles, two miles of which is up a one-way road with grades of 6 to 10 percent. This road would have to be rebuilt or at least adequate turnouts provided. The U.S. Forest Service site for waste has an average haul of 20 miles. The road is two way. The grades are acceptable being from 2 to 6 percent.

In addition to the excavations we just discussed, there is probably 75 thousand yards of shoulder and low bank excavation that can be utilized in, near or close embankments, so it would not be wasted. This gives us 1,280,000 yards of excavation total, 70 to 80 percent of it being rock excavation, and 1,240,000 being waste. In addition to these problems all of the cuts are sliver cuts and a great many of them will have to be shot. There are no alternate routes for traffic, and the shots have to be controlled, with no fly past probably 30 feet or it will be in the river. Several of the old rock faces have lenses of clay or shale-like material or tufa contact material, plus there are numerous slides, some old, some still active. There are also many parks in the area that would not be utilized during construction or could not be utilized during construction. Excavation methods would be exteremely costly, almost like tunnel shots longitudinally to control the rock material where it could be handled, yet it would have to be broken so it could be hauled by trucks as it has to be wasted. The basic material is columnar basalt which would break well with ordinary shots but there are some areas of conglomerate boulders that would require a great deal of secondary shooting. I would estimate this yardage would cost, considering haul, difficulties, environmenal problems, $3.50 to $5.00 a yard with my best guess being $4.00 a yard for the material. I also fear we are going to be doing a great deal of damage to the river basin, an environment of what is considered a scenic wild river area.

Due to the area, and the effort to minimize trees, shrubs, vegitation removal, provide shade for the river in conformance with wildlife desires, it is estimated that the clearing alone on this project will cost $150,000. There are many major drainage structures: box culverts, large metal pipes, some with fish ladders, some that have bypass fish ladders designed and planned at this time, plus an average of 15 small culverts per mile. We can conservatively estimate somewhere between $150,000 and $200,000 to cover the drainage work through this 16 miles.

To continue the estimate, it would require 95 thousand yards of base rock at $5.00 per yard or $475,000 dollars for rock. Paving to be estimated at 76,000 tons at $15.00 per ton for a total of $1,140,000. The traffic control devices, the guard rail in particular is estimated would cost another $400,000. By the time the striping, sight post, and signing was completed, expect another $50,000 in traffic control. Giving a total cost of the project $7,531,000. This project as generally outlined still does not meet all of the design criteria set forth for this level of road.

To consider a job of this magnitude in an area that is labeled scenically sensitive by the U.S. Forest Service and also has several organizations, including the Friends of the Umpqua, Issac Walton League, Wildlife and Wildflower Association, it appears that hearings, environmental statements and other criteria would span probably eight years of hearings, negotiations, and still wind up facing many injuctions to stop any such work.

ROAD #4 M.P. 22.19 TO M.P. 38.71

40' section $16,025,000

Typical section - 2 12-foot travel lanes with 8 foot shoulders and maximum curvature of 8° (OSHD B-50)

Estimate

Clearing				$ 250,000
Grading	3,000,000	cu. yd.	@ $3.00	10,000,000
Haul Cost	30,000,000	yd. mi.	@ .10	3,000,000
Base	170,000	cu. yd.	@ 5.00	850,000
Paving	95,000	ton	@ 15.00	1,425,000
Traffic Devices				500,000
		Total		$16,025,000

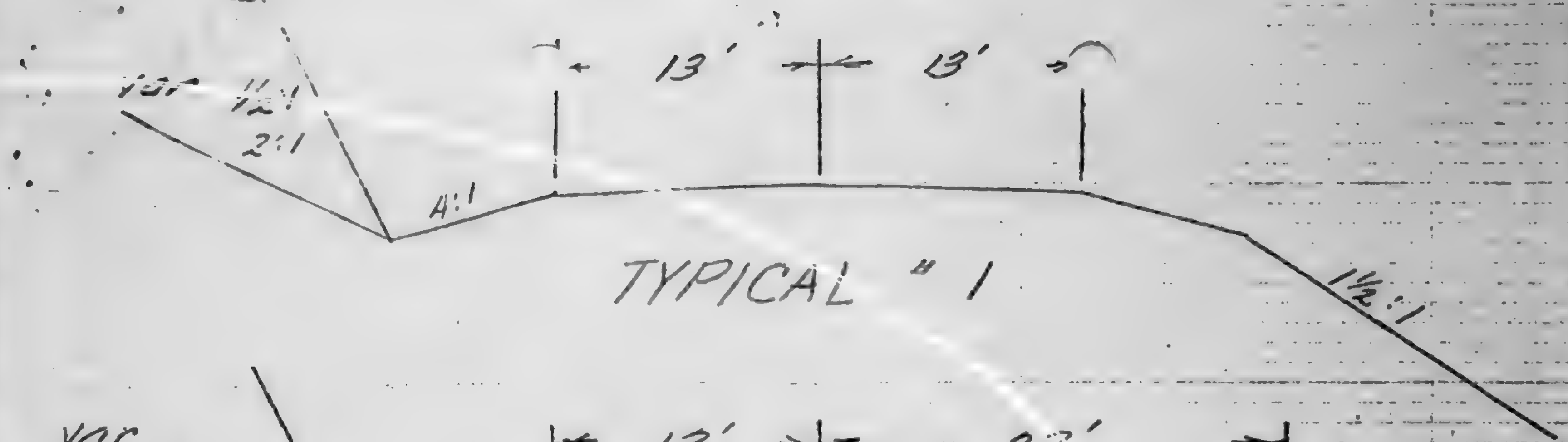
This does not include curve flatting.

Impossible project as the U.S. Forest Service could never obtain a use permit for us due to irrepairable damage to visual sensitive area. They could never get an environment impact statement written or approved. Injuctions would come from "Friends of the Umpqua" and at least six other such groups. The U.S. Forest Service cannot even find waste areas that could accomodate 3,000,000 cubic yards of waste. In fact, we should not consider making application for a project of this magnitude along the North Umpqua.

DOUGLAS COUNTY'S PROPOSAL FOR FAS PROJECT ON ROAD #4 M.P. 22.2 TO M.P. 38.7

Estimate

Clearing		$ 10,000
Grading	10,000 cu. yd. @ $3.00	30,000
Drainage		2,000
Base Rock	20,000 cu. yd. @ $5.00	100,000
Class B, A.C. patching	25,000 tons @ $15.00	375,000
Class B, A.C. overlay	35,000 tons @ $15.00	525,000
Traffic devices		375,000
TOTAL		$1,417,000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13'
13'
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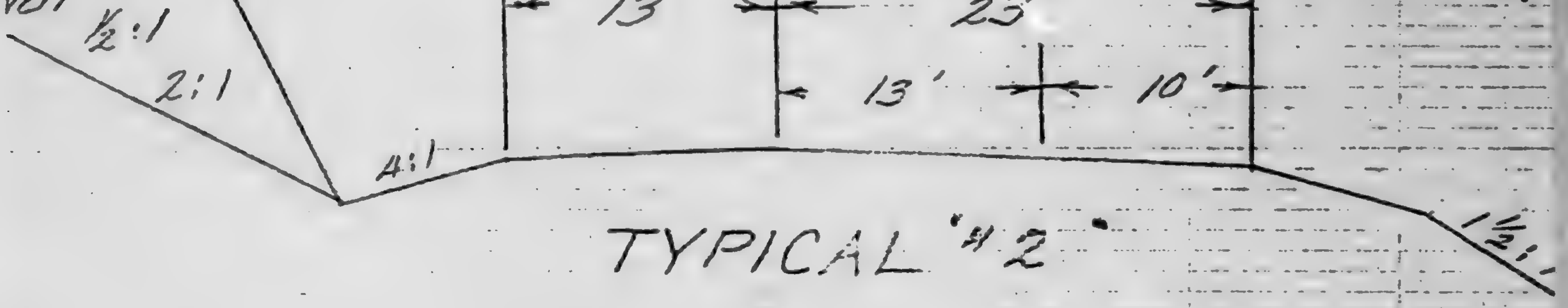
TYPICAL # 1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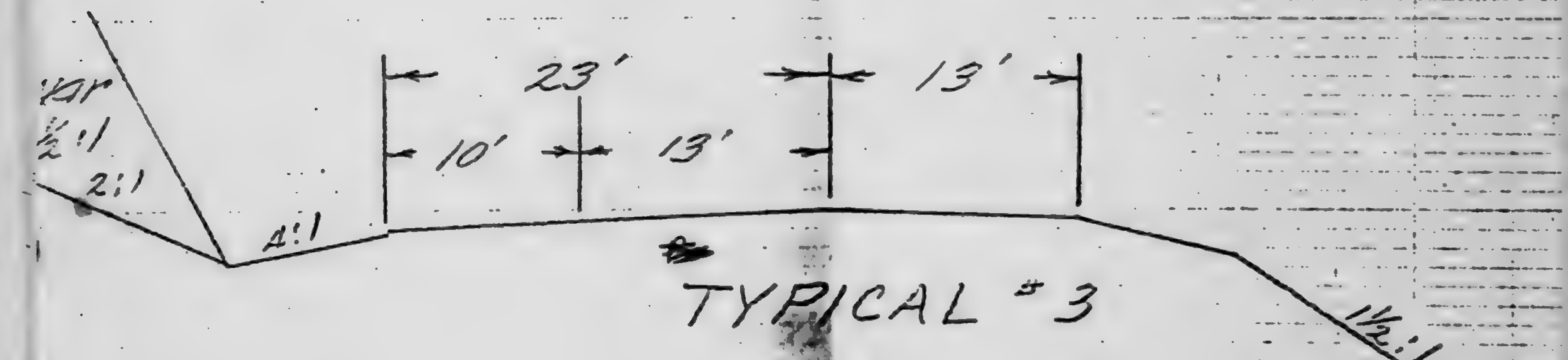
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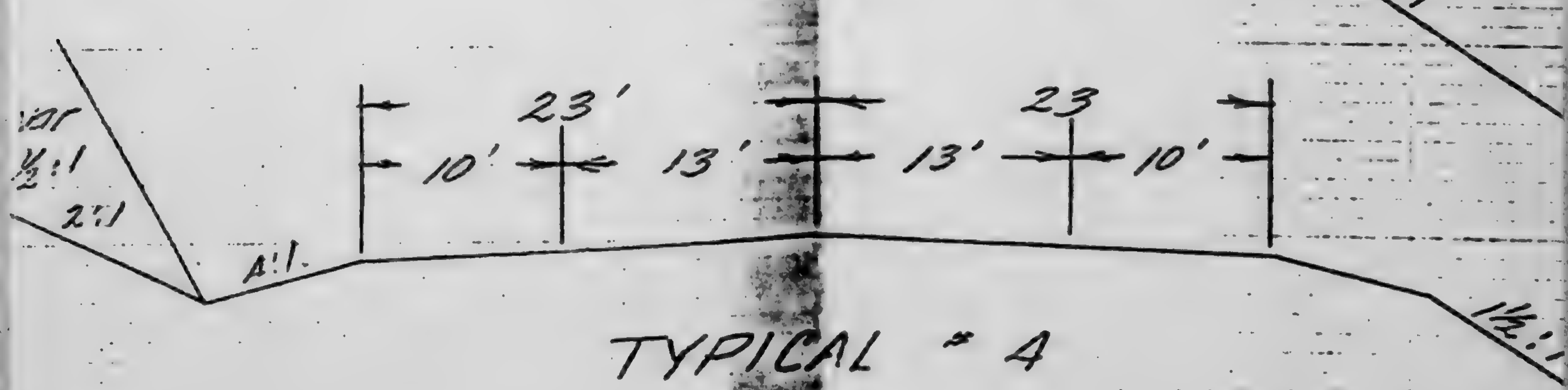
TYPICAL # 3


var
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2:1
4:1
23'
23
10'
13'
13'
10'
1½:1

TYPICAL # 4

DOUGLAS COUNTY

Road #4 MP 22.19 to MP 38.71

M.P. by M.P. tabulation of available widths conforming to previous typical sections.

M.P.	22.19	to	M.P.	22.35	26'	Typical	#1	
"	22.35	"	"	22.57	36'	"	2	
"	22.57	"	"	22.63	26'	"	1	
"	22.63	"	"	22.73	36'	"	2	
"	22.73	"	"	22.80	26'	"	1	
"	22.80	"	"	22.85	36'	"	2	
"	22.85	"	"	23.63	26'	"	1	
"	23.63	"	"	23.70	36'	"	2	
"	23.70	"	"	24.05	26'	"	1	
"	24.05	"	"	24.17	36'	"	2	
"	24.17	"	"	24.55	26'	"	1	
"	24.55	"	"	24.59	36'	"	2	
"	24.59	"	"	24.79	26'	"	1	
"	24.74	"	"	24.82	36'	"	2	
"	24.82	"	"	25.05	26'	"	1	
"	25.05	"	"	25.22	36'	"	2	
"	25.22	"	"	27.03	26'	"	1	
"	27.03	"	"	27.10	36'	"	2	
"	27.10	"	"	27.25	26'	"	1	
"	27.25	"	"	27.28	36'	"	2	
"	27.28	"	"	27.36	26'	"	1	
"	27.36	"	"	27.45	36'	"	2	
"	27.45	"	"	27.66	26'	"	1	
"	27.66	"	"	27.72	36'	"	2	
"	27.72	"	"	27.74	26'	"	1	
"	27.74	"	"	27.78	36'	"	2	
"	27.78	"	"	27.83	26'	"	1	
"	27.83	"	"	27.86	36'	"	2	
"	27.86	"	"	28.75	36'	"	③	– Possible typical 2
"	28.75	"	"	29.40	46'	"	4	
"	29.40	"	"	29.54	36'	"	2	
"	29.54	"	"	29.66	26'	"	1	
"	29.66	"	"	29.74	36'	"	2	
"	29.74	"	"	30.14	26'	"	1	
"	30.14	"	"	30.17	36'	"	2	
"	30.17	"	"	30.35	26'	"	1	
"	30.35	"	"	30.40	36'	"	2	
"	30.40	"	"	31.86	26'	"	1	
"	31.86	"	"	31.90	36'	"	2	
"	31.90	"	"	32.26	26'	"	1	

M.P. 32.26	to M.P. 32.33	36'	Typical #2
" 32.33	" " 32.72	26'	" 1
" 32.72	" " 32.79	36'	" 2
" 32.79	" " 33.75	26'	" 1
" 33.75	" " 33.87	36'	" 2
" 33.87	" " 33.94	26'	" 1
" 33.94	" " 34.00	36'	" 2
" 34.00	" " 34.04	26'	" 1
" 34.04	" " 34.09	36'	" 2
" 34.09	" " 34.71	46'	" 4
" 34.71	" " 34.75	36'	" 2
" 34.75	" " 37.46	26'	" 1
" 37.46	" " 37.49	36'	" 2
" 37.49	" " 37.78	26'	" 1
" 37.78	" " 37.83	36'	" 2
" 37.83	" " 38.41	26'	" 1
" 38.41	" " 38.47	36'	" 2
" 38.47	" " 38.55	26'	" 1
" 38.55	" " 38.64	43' (?)	Steamboat Channelization
" 38.64	" " 38.71	26'	Typical #1

Typical #1	12.11 miles	640 sta.
2	2.06 "	109 "
3	0.89 "	47 "
4	1.27 "	67 "
Steamboat channel.	0.19	10 "

8383 45

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 20, 1975

In reply refer to: 1041DB

SUBJECT: Oregon FAS Route No. 255
Rock Creek-Steamboat Bridge Section
North Umpqua Highway
Proposed Widening and Pavement Overlay

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By March 18, 1975 letter Mr. Prange provided information on the subject project and requested concurrence in the County's proposal to widen the existing roadway and apply a pavement overlay to a top width of 26 feet.

The proposal has been carefully reviewed and while we agree the proposed work is desirable, we are unable to approve the work for Federal-aid funding because of the substantial deviation from minimum standards, i.e., a pavement width of 26 feet in lieu of a desirable width of 40 feet.

G. L. Green

cc:
OSHD (R H Prange)

NOTED
E. S. HUNTER

cc Bulien
3-24-75

RECEIVED
STATE HWY ENGR
MAR 21 '75
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
MAR 21 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Robert W. Straub

March 18, 1975

Mr. Glen L. Green
Oregon Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Mr. Glenn K. Hossner
District Engineer

Dear Mr. Green:

We have received a request from Douglas County to reconstruct a section of the Douglas County road known as the North Umpqua Highway, FAS 255 and NFH No. 47. The section to be improved extends from Rock Creek near Idleyld Park easterly along the North Umpqua River to Steamboat Creek at Steamboat, a distance of 16.5 miles.

The proposed FAS-C project consists of widening and repaving the existing 22-foot paved surface to a 26-foot top width paved roadway. Also included will be the construction of left-turn refuges of major intersections, passing lanes with slow vehicle turnouts, and guardrail installations. All work is to be done on existing grade and alignment, and within the present right-of-way.

The present roadway was constructed through a series of National Forest Highway projects beginning with the first project in 1947 and ending with the final paving project in 1958. The 1958 paving project consisted of a three-inch lift of asphaltic concrete 22 feet wide with 2- to 4-foot gravel shoulders.

Other than normal maintenance, very little has been done to structurally upgrade the present roadway; however, time, weather, and heavy traffic have taken their toll. The present travelled way has numerous badly deformed sections and many other portions showing the damages of heavy traffic loads which, with the lack of adequate guardrail, poses a hazard to the safety of the road users.

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

1973 traffic counts show an ADT of 1600 vehicles at the westerly end of the project and 1200 at the easterly end with a very high percentage of log trucks. Present standards applicable to this type and amount of traffic exceed the standards of the County's proposal to repave the existing facility to a full 26-foot top width. With few exceptions, the grade and alignment of the present roadway is quite compatible to modern standards. When considering the terrain and geological aspects of the North Umpqua River area, standard shoulder width is virtually impossible to obtain without major complications such as prohibitive construction costs, extensive acquisition of right-of-way, and serious detrimental effects on the local environment and adjacent recreational lands.

The County feels as we do that its proposal, even though substandard in width, will provide the highest degree of safety to the travelling public over the longest possible length of roadway. Your concurrence in the Douglas County proposal project is requested. ✓

Attached for your information is a sketch showing the location of the project, a typical section of the existing road as constructed, and copies of correspondence from Douglas County relating to the proposal.

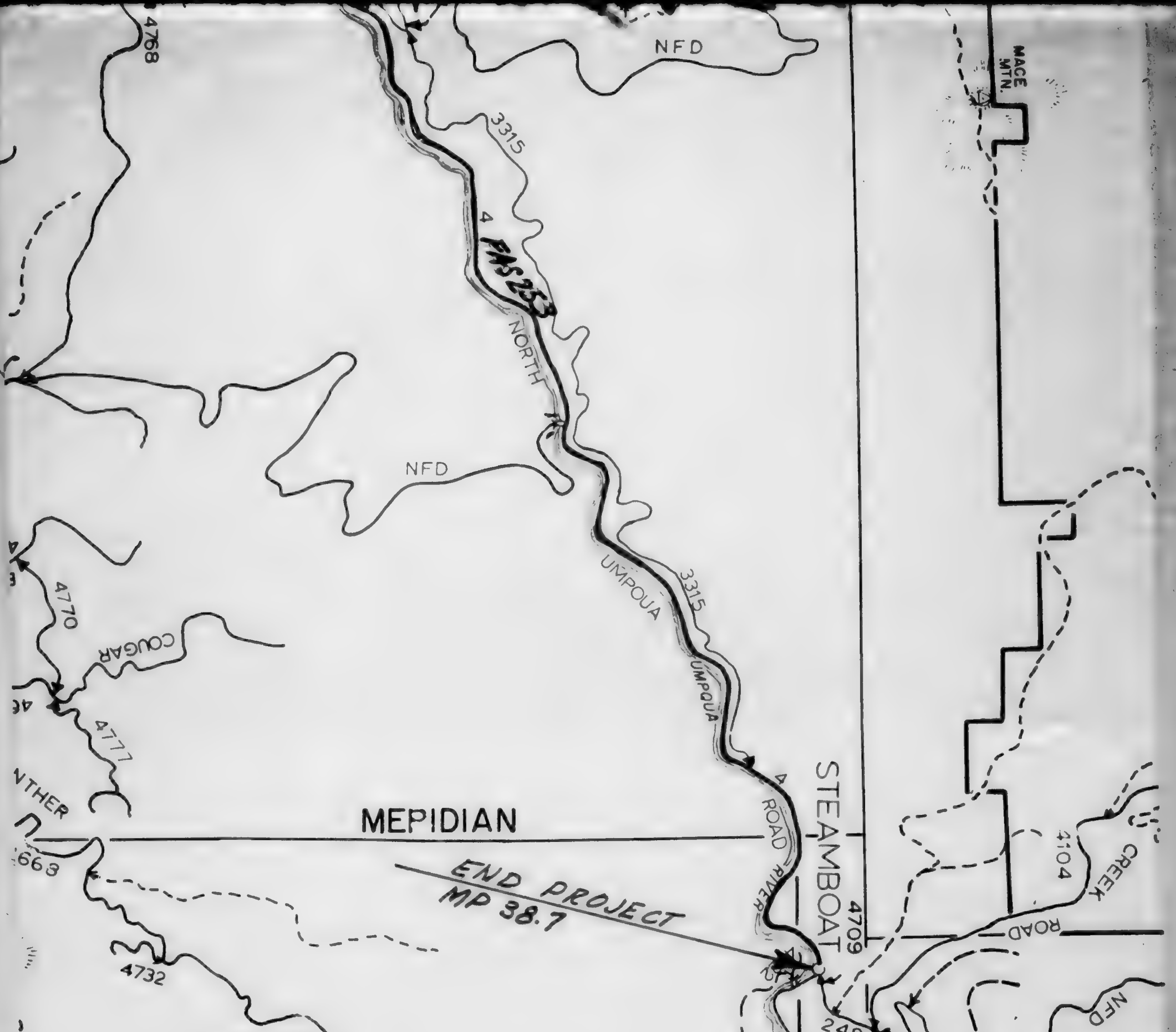
Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

RHP:scr

Attachment

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☐ [illegible] ☐ [illegible] ☐ R [illegible] RPE ☐


4768
NFD
MACE MTN.
3315
4
FHS 253
NORTH
NFD
UMPQUA
3315
UMPQUA
4770
COUGAR
4777
NTHER
MEPIDIAN
END PROJECT
MP 38.7
STEAMBOAT
ROAD
RIVER
4709
4104
CREEK
ROAD
663
4732
249
NFD
CREEK
4668
FAIRY
4730
CR.
ROAD
ROAD
WINSLOW RD.
4731
STEAMBOAT POINT
NFD
NFD
NFH 47
138
LUFFS
ROAD
NFD
4675
4671
STEAMBOAT
RAGGED
RIDGE
ROAD
4672
4726
UPPER DEEP CR. RD.
4725
DEEP CR. RD.
FHS 253
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UMPQUA
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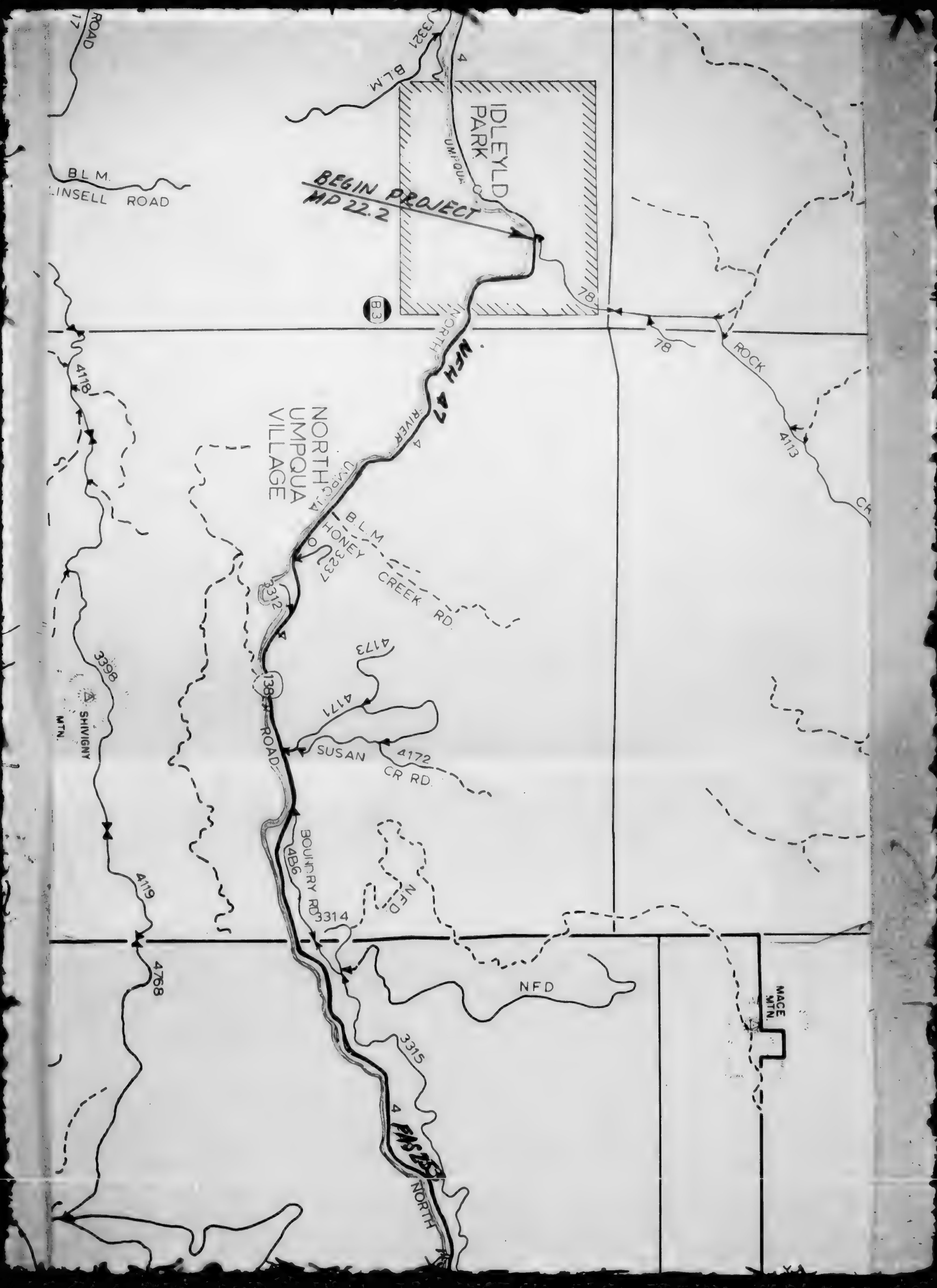
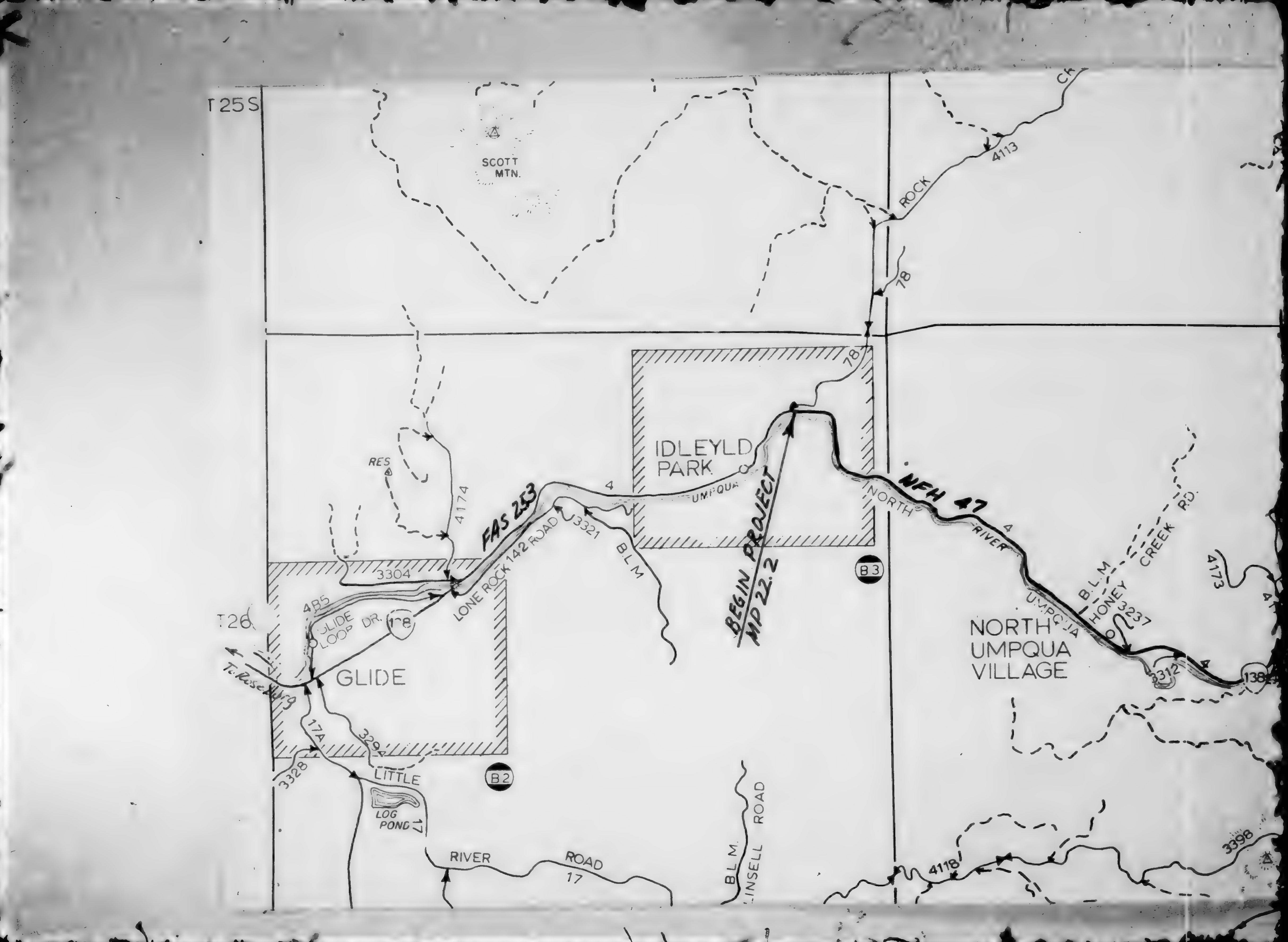

ROAD 17
3321 B.L.M.
4
IDLEYLD PARK
UMPQUA
BEGIN PROJECT MP 22.2
B.L.M. LINSELL ROAD
78
B3
NORTH
NFH 47
78
ROCK
4113
CR
NORTH UMPQUA VILLAGE
RIVER
4
UMPQUA
B.L.M. HONEY CREEK RD.
3237
3312
4118
3398
SHIVIGNY MTN.
4173
4171
138
ROAD
SUSAN CR RD.
4172
BOUNDRY RD
4B6
3314
NFD
NFD
4119
4768
MACE MTN.
3315
4
FAS 233
NORTH

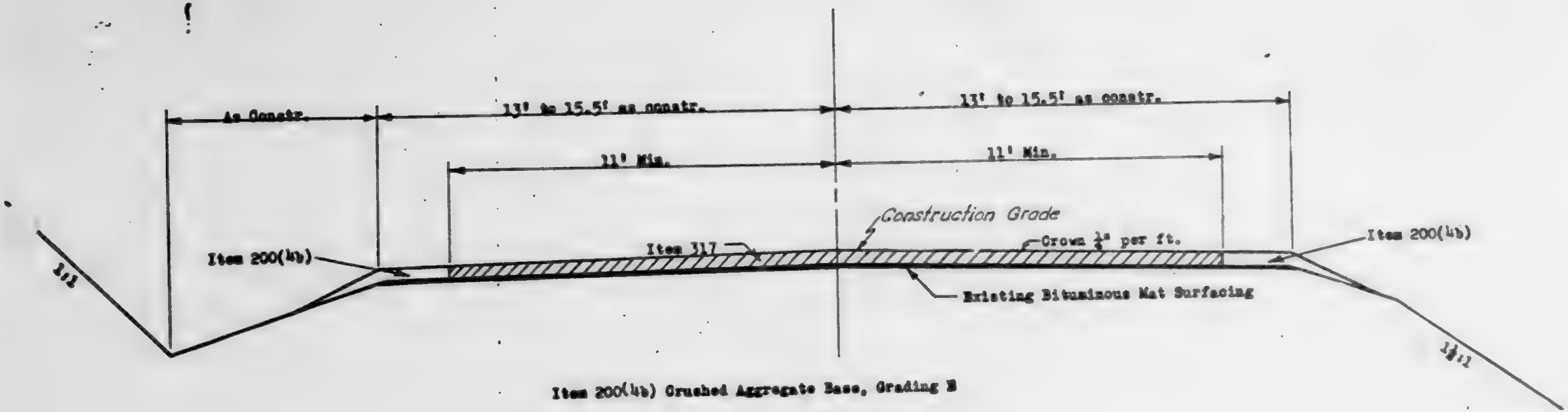

T25S
SCOTT MTN.
ROCK
4113
CR
78
RES
4174
IDLEYLD PARK
4
UMPQUA
FAS 253
3304
485
GLIDE LOOP DR.
138
LONE ROCK 142 ROAD
3321
B.L.M.
BEGIN PROJECT MP 22.2
B3
NFH 47
NORTH
RIVER
UMPQUA
B.L.M.
HONEY CREEK RD.
3237
4173
NORTH UMPQUA VILLAGE
3312
138
T26
To Roseburg
GLIDE
17A
329
3328
B2
LITTLE
LOG POND
17
RIVER ROAD
17
B.L.M.
LINSELL ROAD
4118
3398

STATE	ROUTE NO.	SECTION	SHEET NO.	TOTAL SHEETS
ORE.	37	A5,B8,Ch, D5,E2	2	13

TYPICAL SURFACING SECTION

STA. 0+00 TO STA. 1125+45.40

21.309 MILES


As Constr.
13' to 15.5' as constr.
13' to 15.5' as constr.
11' Min.
11' Min.
Construction Grade
Item 317
Crown ¼" per ft.
Item 200(4b)
Item 200(4b)
Existing Bituminous Mat Surfacing
2:1
1½:1

Item 200(4b)	Crushed Aggregate Base, Grading B
Item 201(1)	Reconditioning of Roadbed
Item 311(4)	Bituminous Tack Coat
Item 317	Bituminous Plant-mix Surfacing, 3" Compacted Depth, to be constructed in two layers, 1½" each.

NOTE:
Where necessary for purposes of expediting traffic, any base aggregate, surface aggregate or bituminous surfacing shall be constructed part width at a time. (Reference - last two paragraphs, Art. 7.5, F.P.-57)

Rulien

PRO 6

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 14, 1975

Mr. George R. Grubb
Director of Public Works
Douglas County
Courthouse, Room 219
Roseburg, OR 97470

Dear Mr. Grubb:

This will acknowledge your letter of January 28, 1975, transmitting an FAS-C project request on the Rock Creek-Steamboat Bridge section of FAS 253 (North Umpqua Highway) east of Roseburg, and also your letter of February 12, 1975, transmitting the environmental assessment for the same project.

It appears that your application is complete and that from a preliminary review of the project assessment, this quite possibly will be a Category 3 project with a non-major classification making the assessment document the final document. This is subject to review and change by our Salem office.

By a copy of this letter, your application package is being forwarded to our Project Management Section for further processing.

When any further information is available, you will be notified.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien ✓

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
M ENGINEER		
ROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY FEB 18 1975	Prange	[illegible]
EDERAL AID		
NVENTORY-NEED		
MILEAGE CONTR		
PROG. & SCHEDULE		
REMARKS:		

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date February 12, 1975

A. PROJECT IDENTIFICATION

Name of Project ROCK CREEK - STEAMBOAT BRIDGE (Section)

Location of Project NORTH UMPQUA HIGHWAY, COUNTY ROAD #4, STATE ROUTE 138, FAS #253 (Highway Name) (Highway No., US - ORE)

(City) DOUGLAS (County) (Region)

Program FAS-C (Funding) $1,600,000 (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: Structurally upgrade the 16.5 mile section, provide safety guardrail and left turn channelization and passing bays.

Origin and History:

C. DESCRIPTION OF PROJECT

Length 16.5 miles

Termini Beginning of project at Rock Creek at M.P. 22.2

End of project at the Steamboat Bridge at M.P. 38.7

Alignment ☐ New ☒ Existing ☐ Combined

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) No new right-of-way needed.

Typical Section Existing section is 22 ft. paved surface with 2 foot shoulders each side. Final section will be 26 ft. total paved width.

Structures None

Characteristics (ADT) 2500 Beginning of project, 2000 end of project.

Other General Information (or Supplemental information to items)

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

NONE

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type Tentative Date(s)

A-95 Review: ☒ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.)

Project is located in the North Umpqua River canyon, a very scenic area. The hills surrounding the area are covered with fir primarily, with some cedar, pine and hemlock plus other deciduous trees. Black tail deer and other animals inhabit the area. Soils are generally clay with outcrops of volcanic rock.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.)

There is some private property in the area, however, most of the adjacent land is owned by either the Bureau of Land Management or the U.S. National Forest.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements:

None Required.

Consequences:

2. Estimated Changes in Traffic Patterns:

None Anticipated.

Consequences:

3. Estimated Changes in Land Use:

None Anticipated.

Consequences:

4. Expected Adverse Effects on Natural Ecological Resources:

None Anticipated.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources:

None Anticipated.

Consequences:

6. Preliminary Identification of Areas of Critical Environmental Concern:

Quarry site only which would be on Umpqua National Forest Land. Umpqua National Forest will probably require an environmental assessment.

7. Potential for Controversial Issues:

Some potential if quarry site is adjacent to roadway.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist			
Urban Economist			
Water Quality Spec.			
Acoustical Engineer			
Air Quality Engineer			
Cultural Geographer			
Urban Planner			
Geologist			

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Other ______________________

GEORGE E. GRUBB
COUNTY ENGINEER

672-3311
EXT. 25

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219, Court House
ROSEBURG, OREGON
97470

January 28, 1975

Mr Glenn Clark
Federal Aid Engineer
Oregon State Highway Dept.
Roseburg, Oregon 97470

Dear Sir:

Included with this letter is an application for a Federal Aid Secondary Project on the North Umpqua Highway FAS Route #253.

The section to be improved extends from Rock Creek at M.P. 22.2 to Steamboat Bridge at M.P. 38.7, and involves re-surfacing, guard rail, and channelization at major intersections. While I refer to a part of the work as a re-surfacing project, the intent of the work is to provide a more adequate structural section than is in existence now. The highway, when constructed, provided for a 12 inch thick course of selected topping material and 6 inches of crushed rock as a final lift. Paving was in two lifts totaling 3 inches. While this structural section may have been adequate if the selected topping material was equivalent to crushed rock, it is suspected that much of the topping material was of inferior quality resulting in the radically deformed sections we have been experiencing. Further, it is suspected that at the time of construction (early fifties) no one anticipated the extremely high incidence of logging traffic the road now experiences. This is further evidenced by the narrow traffic lanes of 11 feet.

We are also certain no one could have anticipated the exceptional growth of parks and campgrounds on the river which occasions our request for left-turn channelizations in congested areas.

While the accident rate on this particular section of highway does not seem to be abnormally high, there are numerous vehicles which end up in the river each year. More extensive guardrail installations would prevent this and is the reason for the request that guard rail be added to the project.

As you will note, on the proposed application, I have roughly estimated the cost of the project to be approximately 1.6 million dollars of which $551,000 is the unprogrammed balance including the local share, $720,000 is the future 3-year allocation including local share and $329,000 is 100% County funds.

My estimate is based upon the following:

> 10.5 miles of 2-inch overlay, 26 ft. in width. (This is in selected areas where deformation and traffic damage is at a minimum) -- 17,500 ton A.C.
>
> 6.1 miles of 4-inch overlay, 26 ft. in width. (This is the remaining part of the section where pavement failures are most apparent and involves 20,000 ton A.C. in overlay and in addition, approximately 15,000 ton A.C. in pre-patching and grade leveling.
>
> Additional A.C. in passing lanes, and slow moving vehicle turnouts would amount to approximately 1,000 ton A.C. mix.
>
> It is estimated that approximately 37,000 lineal feet of guard rail is needed for traffic protection.

The U.S. Forest Service has expressed a willingness to work with the County in setting aside an area as a rock source. Two possible sources are shown in the attached sketch. When the project has been approved, the County will secure special use permits for an acceptable source of material from the Umpqua National Forest.

I would appreciate the opportunity to work closely with the Oregon State Highway Department in any presentation of this project to the Federal Highway Administration.

Very truly,

George E. Grubb

GEORGE E. GRUBB
Director of Public Works

GEG/pw

Enc.

COUNTY ROAD FAS-C PROJECT REQUEST

Name of County DOUGLAS FAS No. 253 Date /
County Road Name NORTH UMPQUA HIGHWAY
Section Name Rock Creek - Steamboat Bridge
Type of Project Resurfacing, safety channelization, guardrail
Location of Project (Attach sketch map)
ADT 2500 West End, 2000 East End Design Speed

Is this request for county bridge design only? Yes No X
county FAS bridge design? Yes No
Will County hire consultant for this project? Yes No X
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type A.C. Total Travel Width 26'Min
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type A.C. Width Each Side Variable-12' normal
(AC, Pug Cold Mix, Oil Mat) Total Top Width 26 feet

3. Grading & Drainage: Minor work
By County X County Date of Completion By Contract

4. Bottom Base Course:
By County County Date of Completion By Contract
Has base design been given to County? Yes No X
Will it be furnished? Yes No

5. Leveling Course:
By County County Date of Completion By Contract

6. Binder Course:
By County County Date of Completion By Contract

7. Traveled Surface & Shoulders:
By County County Date of Completion By Contract

8. Clearing:
By County X, if required County Date of Completion By Contract

9. Curbs:
Curbs Required? Yes No X
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
Width between curbs

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__X______
If answer is No, which of the following applies?
Contrary to public safety_________Cost excessive to need or use__X_______
Sparse population_____X______Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired________________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No_____________
What type of separation from roadway will be used?_______________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes____________No____________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? Yes__________No____X_______

12. Will replacement be by: County____________Contract____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. Will County adjust structure to new grade? Yes____ No_____

14. Will County adjust structure to additional width? Yes____ No_____

15. Will adjusted width be standard? Yes_____ No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. Does County wish rounding of cutbanks? Yes_____ No__X__

17. Does County wish sight posts installed? Yes_____ No__X__

18. Does County wish State to permanently stripe project? Yes_____ No__X__

19. Will County do striping? Yes__X__ No_____

20. Does County wish guardrail installed? Yes__X__ No_____
By County________ Contractor___X____
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? Yes_____No__X__
By seeding and mulching Yes_____No__X__
By rock blanket Yes_____No__X__
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____No__X__

23. Can through traffic be detoured? Yes_____No__X__

24. Must new detour be constructed? Yes_____No__X__

25. Will detour be constructed and maintained by County? Yes_____ No_____

26. Will detour be constructed & maintained by Contractor? Yes_____ No_____

27. Will County sign project outside work area during construction?
Yes_____ No__X__

28. Will Contractor sign project outside work area during construction?
Yes__X__ No_____

29. Should contract provide for permanent signing? Yes_____ No__X__

30. Should State do permanent signing? Yes_____ No__X__

31. Will traffic signals be required? Yes_____ No__X__
If yes, give location and type desired_______________

32. Is project contingent upon other factors? Yes_____ No__X__
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain_______________

Remarks re Section I: See letter attached hereto.

II. BRIDGE PROJECT DATA

1. Name of river or stream_______________
2. Name of bridge_______________
3. Dimensions of existing bridge. Length_______ Roadway Width_______
4. Type of design and material used in existing bridge._______________
5. Location (please attach map with location marked):_______________
Section_______ Township_______ Range_______ W.M.
6. Desired width of proposed bridge_______ Approx. length_______
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______No______
Upstream__________Downstream___________Width__________

8. Does County wish a particular type of bridge design? Yes______No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)____
____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______No______
Explain____
____
____

10. Foundation Testing: By County? Yes______No______
By State? Yes______No______

11. Will County close road during construction? Yes______No______

12. Can presently established road be used as detour? Yes______No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County? Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______No______

17. Will Contractor sign project outside work area during construction?
Yes______No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______
Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______No______

N.W. quadrant distance from structure________________
N.E. quadrant distance from structure________________
S.W. quadrant distance from structure________________
S.E. quadrant distance from structure________________

20. Guardrail: Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure:
Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company____
b. Sanitary sewer mains: Yes________ No________ Size___________
Company____
c. Storm sewer: Yes________ No________ Size___________
Company____
d. Gas mains: Yes________ No________ Size___________
Company____
e. Power lines: Yes________ No________ Size___________
Company____
f. Telephone lines: Yes________ No________ Size___________
Company____
g. Other Utilities:____
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ____

Remarks re Section II: ____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? Yes________ No________
   By Consultant? Yes________ No________
   By County? Yes________ No________
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes__________ No__________

3. Construction plans and specifications to be prepared:
   By State? Yes___X___ No________
   By Consultant? Yes________ No________
   By County? Yes________ No________

4. **Does County desire center line to be permanently monumented as part of project? Yes______ No___X___**

5. **Does County desire right-of-way to be permanently monumented as part of project? Yes______ No___X___**
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must be refunded to State.)

____

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum ______ Minimum ________

2. Is any additional right-of-way needed? Yes____ No__X__ (If answer is Yes, a hearing must be offered)

3. Will County acquire r/w and have State review negotiations? Yes____ No____

4. Should State negotiate & acquire right-of-way in behalf of County? Yes_____ No____

5. Should State prepare options? Yes____ No____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ No__X__

8. Will timber be reserved for owner? Yes_____ No_____
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? Yes_____ No_____

10. Is a hearing necessary? Yes_____ No__X__
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? Yes_____ No__X__
If yes, give type and name of utility company:________________________
____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? Yes_____ No_____
If yes, give type and name of utility company: Pacific Northwest Bell,
Pacific Power & Light Co.

13. Are utilities on existing right-of-way by permit __X__ or by franchise_______
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ No__X__
If yes, give name of irrigation company or district__________________
____
and dates between which water can be turned off: From________________
To________________

15. Are there any railroad crossings? Yes_____ No__X__

16. Name of Railroad____

17. Number of tracks: Mainline______ Siding______ Total______

18. Sight Distance: ________________ (Left) __________________(Right)

19. Number of Trains: Passenger____________ Speed___________
Freight______________ Speed___________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ No______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ No_____
By County? Yes_____ No_____
By State at County expense? Yes_____ No_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ No______

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ No_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ________ Quarry X Cinders ________

2. Owner: County ____ State ____ Private ____ Other U.S.F.S.

3. Location: ________ Section ____ Township ________ Range ______ W.M.

4. If County lease, what are royalty payments? ________

5. Materials furnished by County: Borrow ____ Select Topping ____
Base Course ____ Level Course ____ Mineral Agregates ____
Location ________
Miscellaneous Items ________

Remarks re Section V See letter and maps attached hereto.

VI. FINANCIAL DATA

1. Estimated Cost: $ 1,600,000

2. Available FAS Funds $ 551,000

3. Does County wish advancement of future Federal funds? Yes X No ____
Amount $720,000

4. Date match money is available July 1975

5. Will there be any 100% County money? Yes X No ____

6. Maximum amount of 100% County money available: $ 329,000

7. Date County requests letting: April 1976

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: See letter attached hereto.

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By ________
~~County Judge or~~ Comm. Chairman

By ________
County Commissioner

By ________
County Commissioner

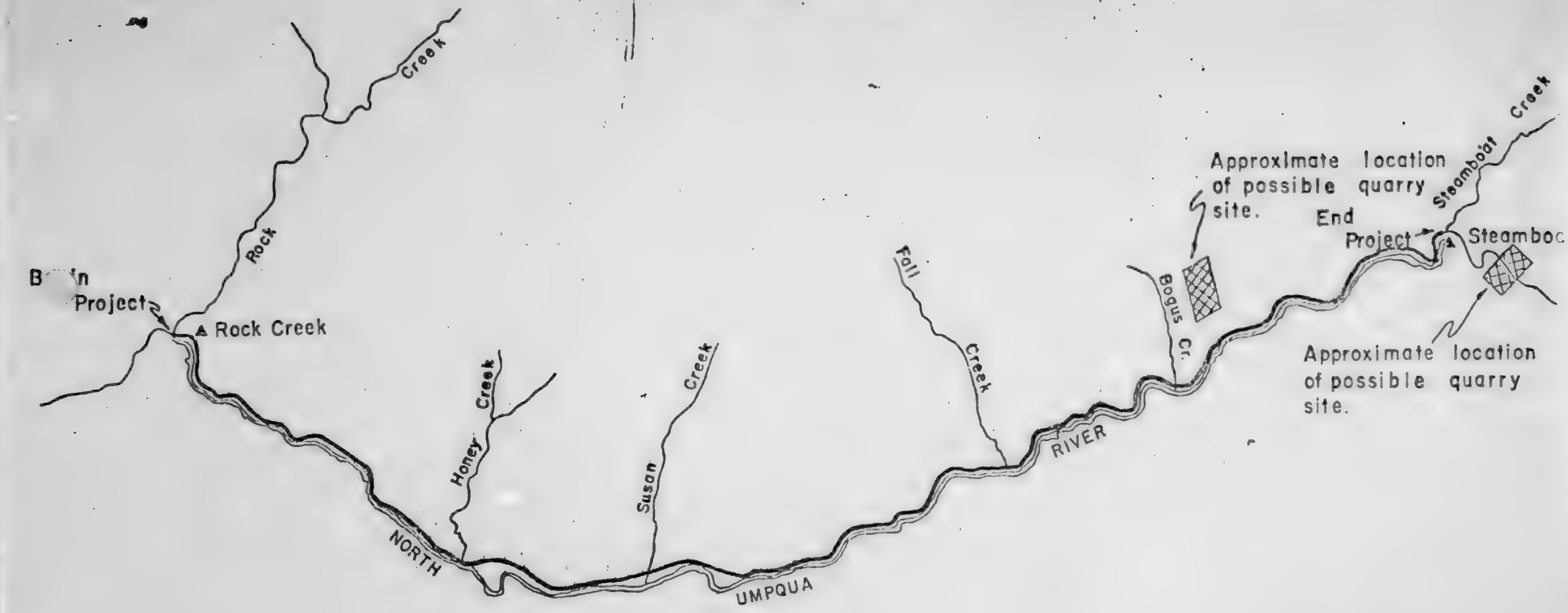
By ________
County Engineer or Roadmaster

County DOUGLAS
Date 1-29-75

____
O.S.H.D. Field Engineer

Date 2-25-75

ROCK CREEK — STEAMBOAT BRIDGE SECT.
N.UMP. HWY.


Creek
Rock
B in
Project
Rock Creek
Honey Creek
Susan Creek
Fall Creek
Bogus Cr.
NORTH
UMPQUA
RIVER
Approximate location
of possible quarry
site.
End
Project
Steamboat Creek
Steamboc
Approximate location
of possible quarry
site.

The News-Review

Established 1867 25-75 Roseburg, Oregon, Thursday, January 30, 1975 24 Pages

N. Umpqua Highway Project Set For '76

Douglas County government officials are planning an extensive improvement project for the North Umpqua Highway between Rock Creek and Steamboat in 1976.

Discussion of that project and other road and public works-related matters dominated a meeting of the Douglas County commissioners Wednesday in Roseburg.

According to County Engineer George Grubb, widening, resurfacing and installing guardrails and safety lanes along the 17-mile stretch of highway will cost an estimated $1.6 million. The highway would remain two lanes wide.

Plans are to use about $1.3 million in Federal Aid Secondary (FAS) funds for the project and $329,000 in county matching funds to be budgeted for next year.

The FAS money includes some already set aside and some to be received over the next three years, counting this year's allocation of $279,000, Grubb said.

Grubb said he hopes the project can start in spring 1976 and be concluded the following summer.

If funds for the North Umpqua proposal are approved by the State Highway Division and the Federal Highway Administration, the state would call for bids on the project, Grubb said.

In other matters related to the County Department of Public Works, formerly the Road Department, the commissioners set a load limit of 10 tons on the Cavitt Creek covered bridge southeast of Glide off Little River Road.

The old limit was 20 tons, Grubb said. He said the new limit will exclude loaded and unloaded log trucks from crossing the old covered bridge and allow mainly cars and service trucks to cross.

A real estate option was also approved for the purchase of 1.2 acres of land near the McLain Avenue exit of Interstate 5 from Orval Davis and Mildred Montgomery of the Roseburg area.

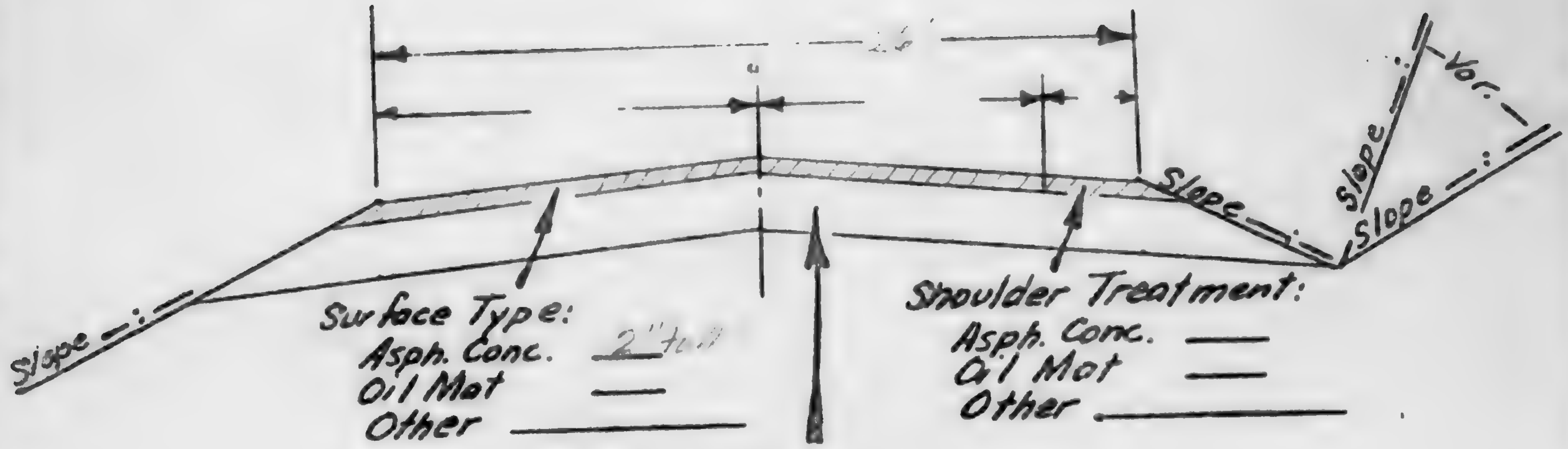
The land will be used to build a new road from the freeway exit into the county-operated Roseburg garbage dump. Purchase price is $900.

It was also reported that county use of the Tiller garbage disposal site has been authorized by the Umpqua National Forest until June 30 of this year. The site east of Tiller was to have been closed this month.

The county is installing a dropbox transfer station near Tiller to replace the disposal site.

(Related story on commissioners' meeting, page 11.)

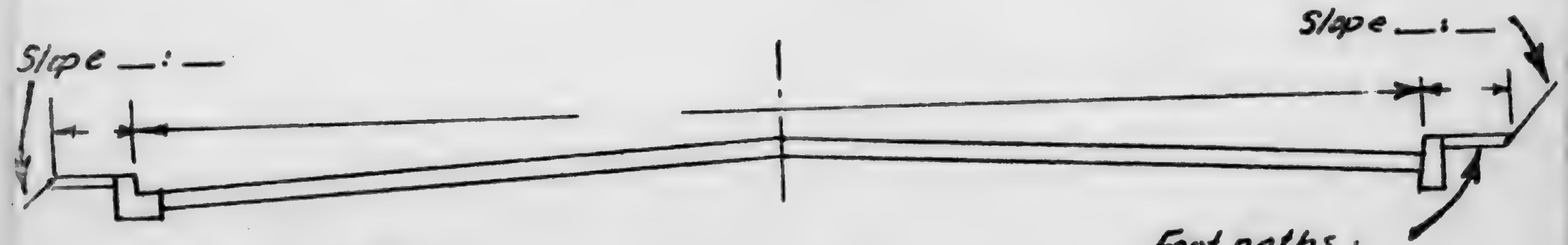
TYPICAL SECTION


26'
Slope —:—
Slope
Slope
Slope
Var.
Slope —:—

Surface Type:
Asph. Conc. 2" [illegible]
Oil Mat ___
Other ___________

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other ___________

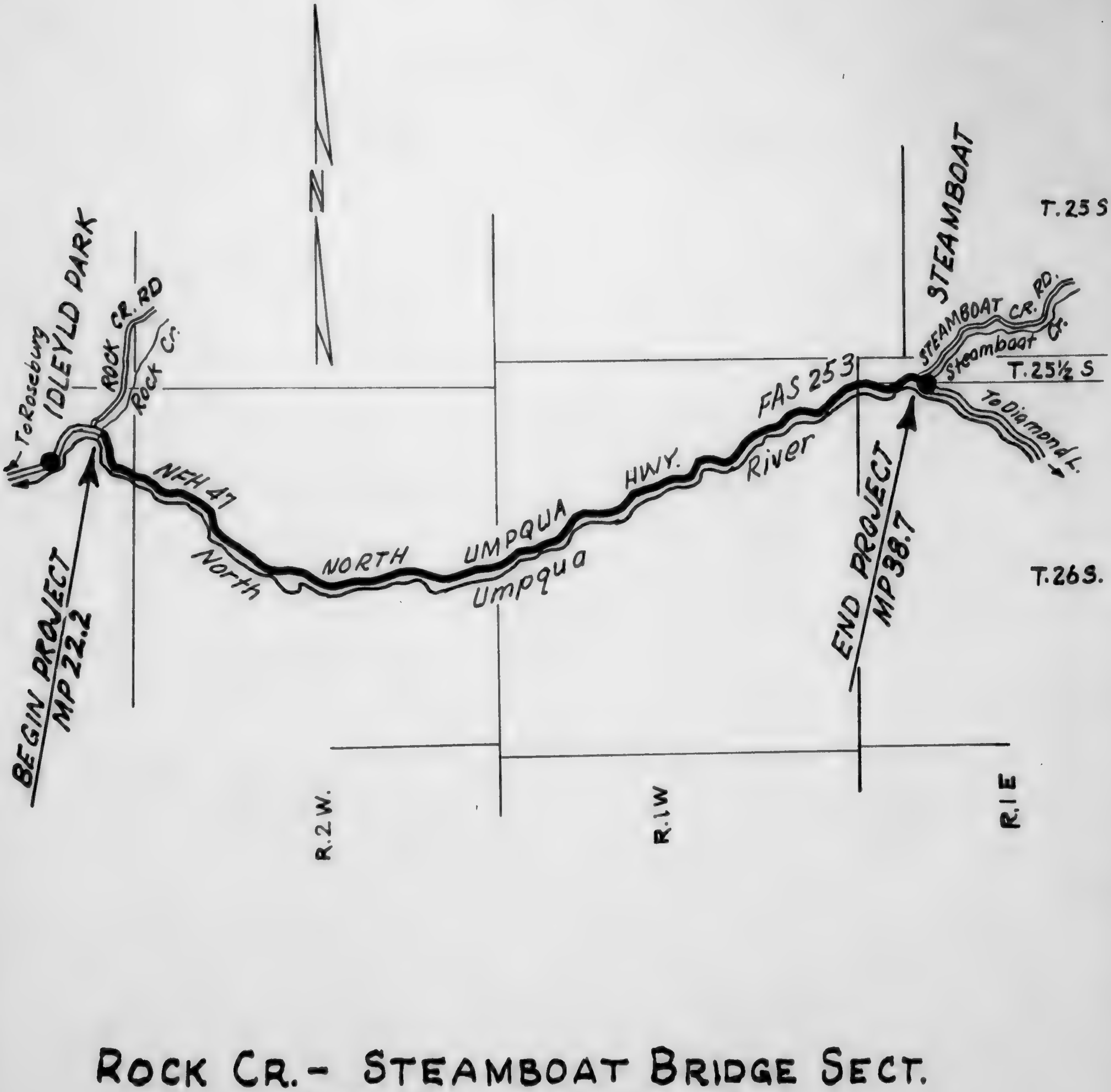
Type of Base:
Pit or Quarry Run ___
Crushed Stone ___
Asph. Treated ___
Cement Treated ___


Slope —:—
Slope —:—

Foot paths:
Asph. Conc. ___
Gravel ___

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ________
Total Width between Curbs ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___________

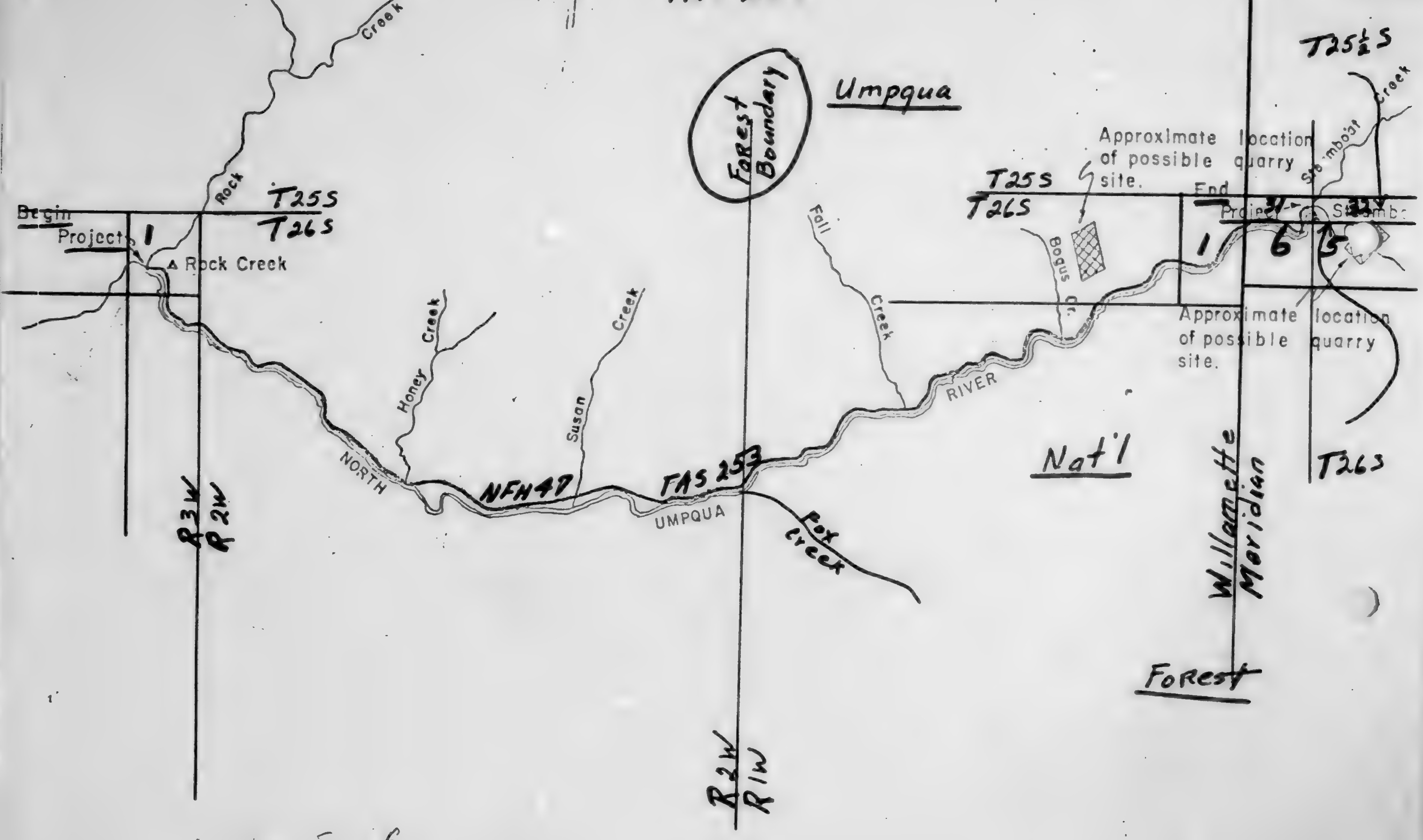

N
To Roseburg
IDLEYLD PARK
ROCK CR. RD
Rock Cr.
BEGIN PROJECT
MP 22.2
NFH 47
North
NORTH
UMPQUA
Umpqua
HWY.
River
FAS 253
STEAMBOAT
STEAMBOAT CR. RD.
Steamboat Cr.
To Diamond L.
END PROJECT
MP 38.7
T.25 S
T.25½ S
T.26 S.
R.2 W.
R.1 W
R.1 E

ROCK CR. - STEAMBOAT BRIDGE SECT.

NORTH UMPQUA HIGHWAY

FAS Route 253 Douglas County

ROCK CREEK — STEAMBOAT BRIDGE SECT.
N.UMP. HWY.
FAS 253



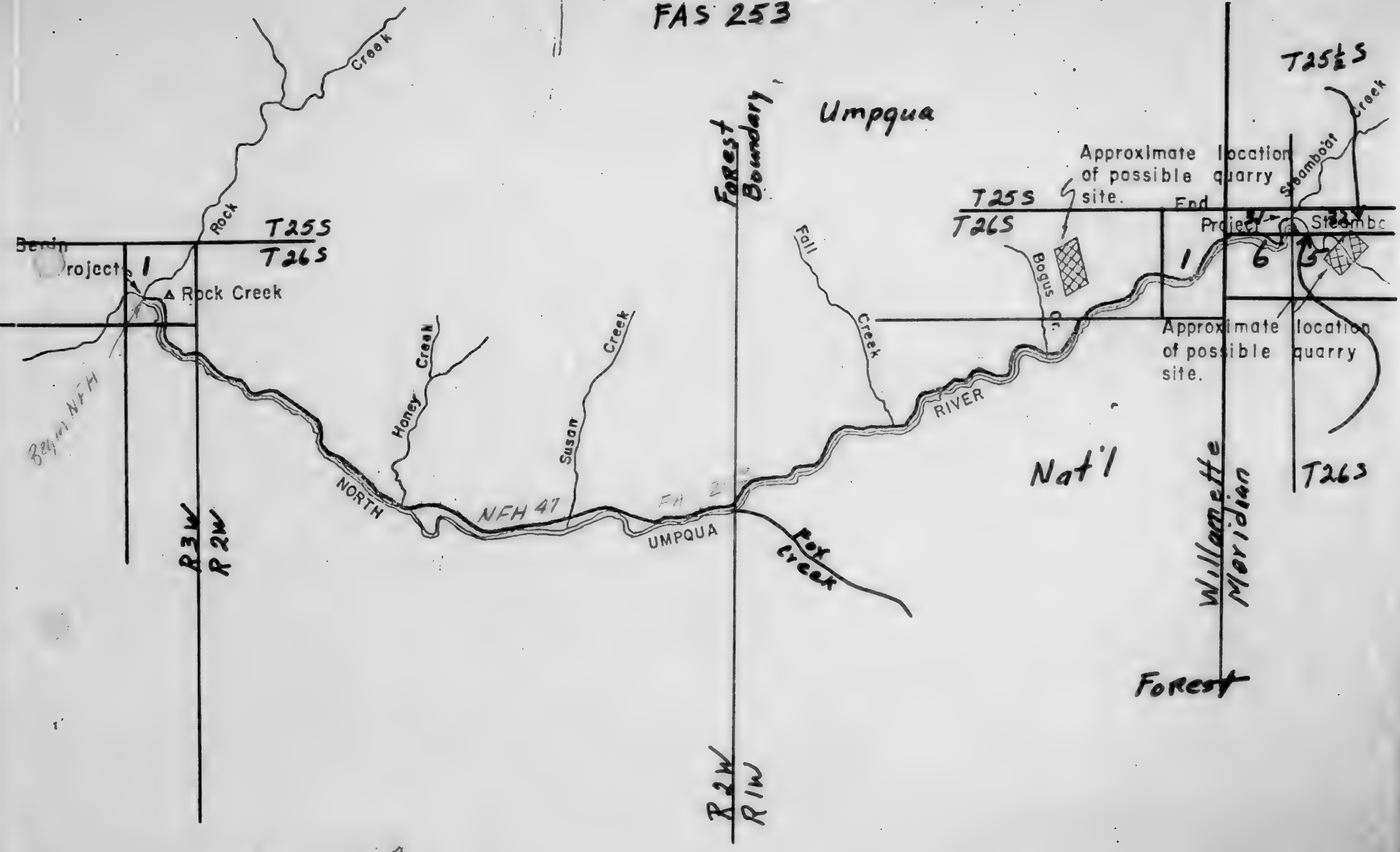
Begin Project
1
Rock Creek
Rock Creek
T25S
T26S
R3W
R2W
Honey Creek
Susan Creek
NORTH
NFH47
FAS 253
UMPQUA
RIVER
Fox Creek
Forest Boundary
R2W
R1W
Umpqua
Nat'l
Forest
Fall Creek
Bogus Cr.
T25S
T26S
Approximate location of possible quarry site.
End Project
1
6
5
Steamboat Creek
Steamb
Approximate location of possible quarry site.
Willamette Meridian
T25½S
T26S

Existing Surf:
22' paved wearing surf
2'-4' gravel shoulders

ROCK CREEK — STEAMBOAT BRIDGE SECT.

N.UMP. HWY

FAS 253


Rock Creek
T25S
T26S
Begin Project
1
Rock Creek
Begin NFH
R3W
R2W
Honey Creek
Susan Creek
NORTH
NFH 47
UMPQUA
FH 2
Forest Boundary
Umpqua
Fox Creek
R2W
R1W
Fall Creek
RIVER
Bogus Cr.
T25S
T26S
Approximate location of possible quarry site.
End Project
1
6
5
Steamboat Creek
Steambc
T25½S
T26S
Approximate location of possible quarry site.
Nat'l
Willamette Meridian
Forest

Existing Surf:
22' paved wearing surf
2'-4' gravel shoulders

Bridge Log of Road No. F.A.S. 253 Begin, Sec. 19 T. 27S R. 5W. County Douglas

Inspected by C.S. & W.O. Date 9/22/64

22

22.21	Cont		
22.24	Rock Creek	H-20	1-10' cant., 1-52', 1-70', 1-52', 1-10' cant. RCDG Spans. No w.s. HC 26'-0" DS 24' 1957
22.35	3311 Lt.		
23.40	Hill Creek		84" CMP 5' fill
26.58	Hogback Creek		4 x 5 RCBC 50' fill invert paved 240' Long
26.98	3312 Rt Smith Springs Camp grounds		
27.11	3312 Rt		
27.80	Pvt. Road Rt U.S. Plywood Corp.		
28.24	3313 Lt		
28.32	Susan Creek		84" CMP 5' fill
28.72	3314 Lt.		
29.71	Cedar Creek		60" C.I.P. 5' fill
30.40	Enter Umpqua National Forest (sign)		
30.70	Swamp Creek		60" CIP 4' fill
31.71	Burnt Creek		60" CIP 4' fill
32.43	Fall Creek		6 x 7 RCBC 8' fill invert paved
33.33	Fairview Creek		6 x 7 RCBC 20' fill invert paved
33.84	Forest Service Rd. Rt.		
34.58	Bogus Creek		48" CIP 18' fill
36.88	Williams Creek		10 x 10 RCBC 8' fill
36.89	3315 Lt.		
38.69	934 Lt.		
38.74	Steamboat Creek	H-15.	1-81'6", 2-80'6", 1-71' St. Pl. Girder sp. HC 26'-0" DS 32' 1957

SHOTGUN ESTIMATE FOR THE RECONSTRUCTION OF A SEGMENT OF ROAD #4 FROM M.P. 22.19 TO M.P. 38.71

Typical section for this section is a 32-foot finished width consisting of 2 12-foot lanes and 4 foot paved shoulders. Base design of "a crushed rock equivalent" of 30 inches, consisting of 18 inches of base rock and 6 inches of Class B, A.C.

There will be a 4 to 1 ditch foreslopes from the top of surfacing to the sub grade with no sub grade ditch considered. The back slope in cut sections will be 2 to 1 in soil or dirt, 1/2 to 1 in rock. Tallus or loose rock areas will be figured on 1 to 1 or 1/2 to 1 slope.

There is to be standard traffic control devices including guardrail and sight post. The sub grade for this section will be 24 foot, 1/2 width, in both cut and fill sections. As there will be a large unbalance between excavated material and embankment material, there will be a large waste on this project.

Due to the fact that we are adjacent to the North Umpqua River which is considered a scenic area, there will be no embankments into the river or into the overflow area. Therefore, all waste will have to be hauled and dumped in a suitable site on either U.S. Forest Service land or BLM land. There are two sites capable of holding approximately a half million yards of waste. Both of these sites are under the power line in old quarry sites. The BLM site has an average haul for waste of 10 miles, two miles of which is up a one-way road with grades of 6 to 10 percent. This road would have to be rebuilt or at least adequate turnouts provided. The U.S. Forest Service site for waste has an average haul of 20 miles. The road is two way. The grades are acceptable being from 2 to 6 percent.

In addition to the excavations we just discussed, there is probably 75 thousand yards of shoulder and low bank excavation that can be utilized in, near or close embankments, so it would not be wasted. This gives us 1,280,000 yards of excavation total, 70 to 80 percent of it being rock excavation, and 1,240,000 being waste. In addition to these problems all of the cuts are sliver cuts and a great many of them will have to be shot. There are no alternate routes for traffic, and the shots have to be controlled, with no fly past probably 30 feet or it will be in the river. Several of the old rock faces have lenses of clay or shale-like material or tufa contact material, plus there are numerous slides, some old, some still active. There are also many parks in the area that would not be utilized during construction or could not be utilized during construction. Excavation methods would be exteremely costly, almost like tunnel shots longitudinally to control the rock material where it could be handled, yet it would have to be broken so it could be hauled by trucks as it has to be wasted. The basic material is columnar basalt which would break well with ordinary shots but there are some areas of conglomerate boulders that would require a great deal of secondary shooting. I would estimate this yardage would cost, considering haul, difficulties, environmenal problems, $3.50 to $5.00 a yard with my best guess being $4.00 a yard for the material. I also fear we are going to be doing a great deal of damage to the river basin, an environment of what is considered a scenic wild river area.

Due to the area, and the effort to minimize trees, shrubs, vegitation removal, provide shade for the river in conformance with wildlife desires, it is estimated that the clearing alone on this project will cost $150,000. There are many major drainage structures: box culverts, large metal pipes, some with fish ladders, some that have bypass fish ladders designed and planned at this time, plus an average of 15 small culverts per mile. We can conservatively estimate somewhere between $150,000 and $200,000 to cover the drainage work through this 16 miles.

To continue the estimate, it would require 95 thousand yards of base rock at $5.00 per yard or $475,000 dollars for rock. Paving to be estimated at 76,000 tons at $15.00 per ton for a total of $1,140,000. The traffic control devices, the guard rail in particular is estimated would cost another $400,000. By the time the striping, sight post, and signing was completed, expect another $50,000 in traffic control. Giving a total cost of the project $7,531,000. This project as generally outlined still does not meet all of the design criteria set forth for this level of road.

To consider a job of this magnitude in an area that is labeled scenically sensitive by the U.S. Forest Service and also has several organizations, including the Friends of the Umpqua, Issac Walton League, Wildlife and Wildflower Association, it appears that hearings, environmental statements and other criteria would span probably eight years of hearings, negotiations, and still wind up facing many injuctions to stop any such work.

ROAD #4 M.P. 22.19 TO M.P. 38.71

Typical section - 2 12-foot travel lanes with 8 foot shoulders and maximum curvature of 8° (OSHD B-50)

Estimate

Clearing			$ 250,000
Grading	3,000,000 cu. yd.	@ $3.00	10,000,000
Haul Cost	30,000,000 yd. mi.	@ .10	3,000,000
Base	170,000 cu. yd.	@ 5.00	850,000
Paving	95,000 ton	@ 15.00	1,425,000
Traffic Devices			500,000
	Total		$16,025,000

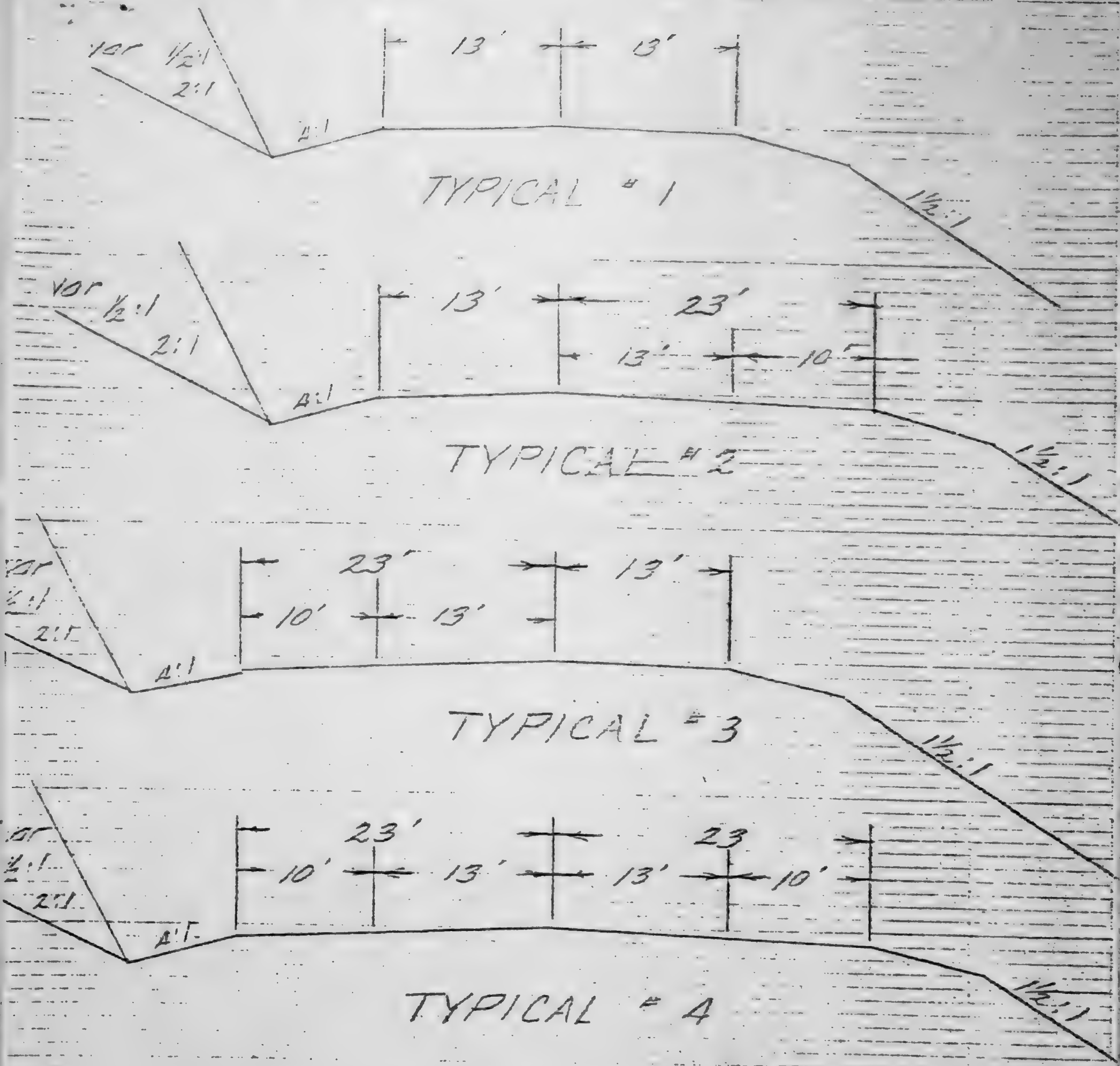
This does not include curve flatting.

Impossible project as the U.S. Forest Service could never obtain a use permit for us due to irrepairable damage to visual sensitive area. They could never get an environment impact statement written or approved. Injuctions would come from "Friends of the Umpqua" and at least six other such groups. The U.S. Forest Service cannot even find waste areas that could accomodate 3,000,000 cubic yards of waste. In fact, we should not consider making application for a project of this magnitude along the North Umpqua.

DOUGLAS COUNTY'S PROPOSAL FOR FAS PROJECT ON ROAD #4 M.P. 22.2 TO M.P. 38.7

Estimate

Clearing		$ 10,000
Grading	10,000 cu. yd. @ $3.00	30,000
Drainage		2,000
Base Rock	20,000 cu. yd. @ $5.00	100,000
Class B, A.C. patching	25,000 tons @ $15.00	375,000
Class B, A.C. overlay	35,000 tons @ $15.00	525,000
Traffic devices		375,000
TOTAL		$1,417,000


var
½:1
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TYPICAL #1
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TYPICAL #3
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2:1
4:1
23'
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10'
13'
13'
10'
1½:1
TYPICAL #4

DOUGLAS COUNTY

Road #4 MP 22.19 to MP 38.71

M.P. by M.P. tabulation of available widths conforming to previous typical sections.

M.P. 22.19	to M.P. 22.35	26'	Typical #1
" 22.35	" " 22.57	36'	" 2
" 22.57	" " 22.63	26'	" 1
" 22.63	" " 22.73	36'	" 2
" 22.73	" " 22.80	26'	" 1
" 22.80	" " 22.85	36'	" 2
" 22.85	" " 23.63	26'	" 1
" 23.63	" " 23.70	36'	" 2
" 23.70	" " 24.05	26'	" 1
" 24.05	" " 24.17	36'	" 2
" 24.17	" " 24.55	26'	" 1
" 24.55	" " 24.59	36'	" 2
" 24.59	" " 24.79	26'	" 1
" 24.74	" " 24.82	36'	" 2
" 24.82	" " 25.05	26'	" 1
" 25.05	" " 25.22	36'	" 2
" 25.22	" " 27.03	26'	" 1
" 27.03	" " 27.10	36'	" 2
" 27.10	" " 27.25	26'	" 1
" 27.25	" " 27.28	36'	" 2
" 27.28	" " 27.36	26'	" 1
" 27.36	" " 27.45	36'	" 2
" 27.45	" " 27.66	26'	" 1
" 27.66	" " 27.72	36'	" 2
" 27.72	" " 27.74	26'	" 1
" 27.74	" " 27.78	36'	" 2
" 27.78	" " 27.83	26'	" 1
" 27.83	" " 27.86	36'	" 2
" 27.86	" " 28.75	36'	" 3
" 28.75	" " 29.40	46'	" 4
" 29.40	" " 29.54	36'	" 2
" 29.54	" " 29.66	26'	" 1
" 29.66	" " 29.74	36'	" 2
" 29.74	" " 30.14	26'	" 1
" 30.14	" " 30.17	36'	" 2
" 30.17	" " 30.35	26'	" 1
" 30.35	" " 30.40	36'	" 2
" 30.40	" " 31.86	26'	" 1
" 31.86	" " 31.90	36'	" 2
" 31.90	" " 32.26	26'	" 1

M.P. 32.26	to	M.P. 32.33	36'		Typical #2
" 32.33	"	" 32.72	26'		" 1
" 32.72	"	" 32.79	36'		" 2
" 32.79	"	" 33.75	26'		" 1
" 33.75	"	" 33.87	36'		" 2
" 33.87	"	" 33.94	26'		" 1
" 33.94	"	" 34.00	36'		" 2
" 34.00	"	" 34.04	26'		" 1
" 34.04	"	" 34.09	36'		" 2
" 34.09	"	" 34.71	46'		" 4
" 34.71	"	" 34.75	36'		" 2
" 34.75	"	" 37.46	26'		" 1
" 37.46	"	" 37.49	36'		" 2
" 37.49	"	" 37.78	26'		" 1
" 37.78	"	" 37.83	36'		" 2
" 37.83	"	" 38.41	26'		" 1
" 38.41	"	" 38.47	36'		" 2
" 38.47	"	" 38.55	26'		" 1
" 38.55	"	" 38.64	43'	(?)—	Steamboat Channelization
" 38.64	"	" 38.71	26'		Typical #1

Typical #1	12.11 miles	640 sta.
2	2.06 "	109 "
3	0.89 "	47 "
4	1.27 "	67 "
Steamboat channel.	0.19	10 "

~~[illegible]~~

Rock Cr - Dry Creek

FH 253

DOUGLAS COUNTY ROAD DEPARTMENT
Room 219, Court House
ROSEBURG, OREGON
97470

NOTED
H. S. COX

July 6, 1966

NOTED
P. B. Arensmeier

Mr. H. S. Cox
City & County Relations Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

The Board of Commissioners of Douglas County wish to enlist your aid in securing Federal participation in repaving a twenty five mile section of the North Umpqua Highway #4 FS in Douglas County. This section, extending from Rock Creek to Dry Creek, is a part of the Federal Forest Highway System and due to extremely heavy log haul traffic and flood damage is badly in need of this improvement.

The Board of Commissioners request your assistance in reaching an agreement with interested agencies in doing this work and urge that this repaving work be undertaken sometime during the summer of 1967.

BOARD OF COUNTY COMMISSIONERS
OF DOUGLAS COUNTY, OREGON

NOTED
HAROLD REYNOLDSON

Ray E Doerner Chairman

Commissioner

Commissioner

cc: Mr. N. B. Wood, B.P.R. Project Officer

Mr. F. Leroy Bond, Supervisor, Umpqua National Forest

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

RECEIVED
JUL 11 1966
ENGINEER
COUNTY & CITY DIVISION

copy to Mr Porter
7-11-66
V.J.

NOTED
V. R. JON

NOTED
DON HARWELL

8384 Forest Boundary-Little Beech 1976
Cr. Sec. of Pendleton-John Day Hwy
(Paving)

84

STATE COPY

9

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-175

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

12-1-77

F[illegible] Approved; O M B No. 04-R2089

State Oregon

County Grant

Project Number RF-182(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 16, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 578,106	$ 509,350
Federal funds	$ 452,021	$ 437,021
Other revisions		

This modification is made for the following reasons:

To reflect decrease in bid item quantity and reduction in estimated project costs and increase federal aid pro rata to 85.8%.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1st day of December, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
for: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

88717

Gen. file

Oregon State Highway Division
Salem, Oregon November 22, 1977

Federal Aid Project
No. RF-182(8)

FOREST BOUNDARY-LITTLE BEECH CREEK SECTION

PENDLETON-JOHN DAY HWY. IN GRANT COUNTY

Revised Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 29+50 to Sta. 259+69.29)

Subtotal on previous estimate of August 6, 1976			$509,345.00
Previous Estimate Cement for Treated Subgrade	2,500 ton	60.00	$150,000.00
Revised Estimate Cement for Treated Subgrade	1,495 ton	60.00	89,700.00
	Decrease		$ 60,300.00
	Subtotal		$449,045.00
	Engineering		60,305.00
	TOTAL		$509,350.00

Length of Roadway - - - - - - - - - - - - - - -	4.336 miles
Length of Structure (Exception) - - - - - - -	0.024 mile
Total Length	4.360 miles
Cost of Roadway Per Mile- - - - - - - - - - - -	$117,470.01
Federal Funds (85.8%) - - - - - - - - - - - - -	$437,021.00
State Funds - - - - - - - - - - - - - - - - - -	72,329.00
TOTAL	$509,350.00

Group 1 - 100%
Contract No. 8384
Prefix: 12-1046

838 45

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 857	J. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL-AID PROJECT AGREEMENT 8 11 7	tate Oregon County Grant Project No. RF-182(8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 395, 6.2 mi. N.E. Mt. Vernon, N. 4.3 mi.

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-25-76	4.4
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 578,106	$ 452,021

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Ed Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator AUG 16 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 6, 1976

Federal-Aid Project
No. RF-182(8)

Forest Boundary-Little Beech Cr. Section
Pendleton-John Day Highway
Grant County

Project Agreement Estimate.

Type Code 6204
Roadway (Sta. 29+50 to Sta. 259+69.29)

Furnish Field Laboratory	1 only	1,000.00	$ 1,000.00
Mobilization	All Required		27,400.00
Temporary Protection and Direction of Traffic	All Required		10,000.00
Temporary Signs	475 sq.ft.	5.00	2,375.00
Tempoary Barricades	20 only	65.00	1,300.00
Flagmen	720 hours	16.00	11,520.00
Pilot Car	160 hours	20.00	3,200.00
Aggregate Shoulders	1,700 cu.yds.	7.50	12,750.00
Cement Treated Subgrade	71,300 sq.yds.	0.60	42,780.00
Cement for Treated Subgrade	2,500 tons	60.00	150,000.00
1/4"-#10 Aggregate in Chip Seal	360 cu.yds.	10.00	3,600.00
Asphalt in Tack Coat and Chip Seal	70 tons	200.00	14,000.00
Class "B" or Class "C" Asphalt Concrete Mixture	13,650 tons	10.00	136,500.00
Asphalt Cement in Mixture	890 tons	80.00	71,200.00
Extra for Asphalt Approaches	35 only	100.00	3,500.00
Salvaging and Reinstalling Delineators	200 only	14.00	2,800.00
Adjusting Guard Rail, Type 2	15,100 lin.ft.	0.60	9,060.00
Adjusting Guard Rail, Type 2A	2,550 lin.ft.	1.20	3,060.00
			$506,045.00

Anticipated Items

Permanent Pavement Striping (S.F.)	All Required	$ 1,500.00
On-the-Job Trainee (1 @ $800)(E.W.)	All Required	800.00
Adjusting Existing Guard Rail Anchors (E.W.)	All Required	1,000.00
		$ 3,300.00
	Subtotal	$509,345.00
	Engineering	68,761.00
	Total	$578,106.00

Length of Roadway	4.336 Miles
Length of Structure (Exception) . . .	0.024 Mile
Total Length	4.360 Miles

Cost of Roadway Per Mile	$133,327.02

Federal Funds	$452,021.00
State Funds	126,085.00
Total	$578,106.00

Group 1	100%
Contract No.	8384
Prefix No.	12-1046

Forest Boundary-Little Beech Creek Section
Nonparticipating State Work

State Responsibility for Damages	All Required	$ 1,500.00

8254

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 27, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of redemption for receipt #152179 savings certificate 305031 and reallocation of funds.

Summary:

	Prior Allocation		Amount of	New Allocation	
Contract	Amount	Rec.#	Change	Amount	Rec#
8060	$25,000	150202	-0-	$25,000	150202
8146	70,000	146129	5,000	75,000	146129
	5,000	152170	(5,000)	-0-	-0-
	75,000		-0-	75,000	
8199	10,000	146108	-0-	10,000	146108
	30,000	150120	-0-	30,000	150120
	40,000			40,000	
8222	2,000	150120	-0-	2,000	150120
	3,000	150202	-0-	3,000	150202
	5,000			5,000	
8236	15,000	146108	(15,000)	-0-	-0-
	30,000	146129	(20,000)	10,000	146129
	5,000	150120	(5,000)	-0-	-0-
	50,000		(40,000)	10,000	
8383	27,000	152170	(27,000)	-0-	-0-
8384	500	150120	(500)	-0-	-0-
8388	35,500	150120	5,500	41,000	150120
	72,000	150202	-0-	72,000	150202
	30,500	152170	(30,500)	-0-	-0-
	-0-	-0-	15,000	15,000	146108
	-0-	-0-	10,000	10,000	146129
	138,000		-0-	138,000	
8464	-0-	-0-	5,000	5,000	146129

[illegible]ED
[illegible] HEAD

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

cc: J.C. Compton Company

JJK:mm

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

cc: OSHD (E S Hunter)
Wash. D. C. (HHO-32)

U.S. [illegible]ARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Grant	DIVISION Oregon
DATE OF REPORT 5-13-77	REPORT MADE BY R. A. Nichols, Area Engr.		PROJECT NO. R.F. 182(8)
COMPLETION DATE 10-15-76	ACCEPTANCE DATE BY CONTRACT AGENCY 1-27-77	TIME ELAPSED 88 & 70 %	CONTRACT TIME A 100 C.D. B 125 C.D.
APPROVED EXTENSIONS None	LOCATION Begins about 8 miles northeasterly of Mt. Vernon, and proceeds southerly about 4 miles.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FOREST BOUNDARY-LITTLE BEACH CREEK
PENDLETON-JOHN DAY HWY.

RECEIVED
STATE HWY ENGR
MAY 24 '77
REFER TO
cy Keasly
FOR
Info Inves R/D D/R Sign Act File

COPY SENT
MAY 19 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original signed by R. A. NICHOLS R. A. Nichols		SIGNATURE Original signed by E. J. Valach Dist. Engineer E. J. Valach	
TITLE Area Engr.	DATE 5-17-77	TITLE District Engineer	DATE 5-18-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8384(12) STATE COPY

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

PPM 20-2 and PPM 80-11

ALL CARDS: *To be completed by Washington Headquarters Personnel* 2–4, 5–8, 9–12, 13–15, 16–18, 19–22, 22–24, 25–27, 28–30, 31–33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel. See instructions on reverse)*

STATE: Oregon

COUNTY: Grant

FEDERAL PROJECT NO.: RF-182(8)

URBAN

RURAL XX

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES		6204	
20	FINAL CONSTRUCTION COST	DOL.	445,112	
21	LENGTH OF PROJECT	MILE	4.360	

DATE STARTED: July 26, 1976

DATE COMPLETED: October 15, 1976

TOTAL NO. BRIDGES: 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
A	30	LABOR	TOTAL MAN HOURS 5,554	GROSS EARNINGS 73,946	
B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	184,568	
B	9	PETROLEUM PRODUCTS	GAL.	46,408	
B	1	CEMENT	BBL.	10,380	
C	2	AGGREGATES PURCHASED	TON		
C	92	AGGREGATES PURCHASED	CU. YD.		
C	3	BITUMINOUS MATERIAL	GAL.	194,000	
C	4	LUMBER	THSD. BD. FT.		
D	5	TIMBER PILING	LIN. FT.		
D	7	REINFORCING STEEL	LB.		
D	8	STRUCTURAL STEEL	LB.		
D	10	EXPLOSIVES	LB.		
E	11	READY-MIXED CONCRETE	CU. YD.		
E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
E	15	AGGREGATES PRODUCED	TON	13,650	
E	95	AGGREGATES PRODUCED	CU. YD.	2,060	
F	16	MISCELLANEOUS STEEL	LB.		
F	17	FENCING	LIN. FT.		
F	18	GUARDRAIL	LIN. FT.		
F	19	BRIDGE RAIL	LIN. FT.		
G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
H	6 CORRUGATED STEEL CULVERT		
J	13 CONCRETE PIPE		
K	14 CLAY PIPE AND DRAIN TILE		
L	25 CORR. ALUMINUM CULVERT		
M	26 CAST IRON PIPE		

CARD G: *Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel* 48–52, 53–61, 62–70

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. When a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuse.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

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*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 881-120

8384

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OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 25, 1977

J.C. Compton Company
PO Box 86
McMinnville, OR 97128

Attention: Alan Hay

Re: Contract 8384

This contract has been finalled. This releases the $500 deposited in lieu of retainage on this project may be released or transferred to another project.

Please notify this office as to the disposition of the deposit.

Vernon E. Skoog
Controller

by ____________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank

bc: C.W. Head
R. Church
C.W. Barrett

NOTED
C. W. HEAD

#[illegible]

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 11, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re; J.C. Compton Company

We have received safekeeping receipt 152162 for savings certificate 295317 in the amount of $62,500. This replaces safekeeping receipt 150291 for savings certificate 284145 in the amount of $285,000.

In accordance with our letters authorization the reduction in retainage requirements on various projects and your letter of March 1, 1977 following is a summary of projects and deposits:

Prior Allocation			Amount Changed This Transaction	New Allocation	
Contract	Amount	Rec.#		Amount	Rec.#
8060	$ 25,000	150202	-0-	$25,000	150202
8146	72,000	150202	(72,000)	-0-	
	70,000	146129	-0-	70,000	146129
	73,000	150120	(73,000)	-0-	
	26,000	150291	(26,000)	-0-	
	-0-		5,000	5,000	152162
	$241,000		(166,000)	$75,000	
8199	10,000	146108	-0-	10,000	146108
	62,000	150291	(62,000)	-0-	
	-0-		30,000	30,000	150120
	72,000		(32,000)	40,000	
8222	3,000	150202	-0-	3,000	150202
	22,000	150291	(22,000)	-0-	
	-0-		2,000	2,000	150120
	25,000		(20,000)	5,000	

8236	$ 30,000	146129	-0-	$ 30,000	146129
	15,000	146108	-0-	15,000	146108
	5,000	150291	(5,000)	-0-	
	-0-		5,000	5,000	150120
	50,000		-0-	50,000	
8383	27,000	150291	(27,000)	-0-	
	-0-		27,000	27,000	152162
	27,000		-0-	27,000	
8384	25,000	150291	(25,000)	-0-	
	-0-		500	500	150120
	25,000		(24,500)	500	
8388	118,000	150291	(118,000)	-0-	
	-0-		30,500	30,500	152162
	-0-		35,500	35,500	150120
	-0-		72,000	72,000	150202
	118,000		20,000	138,000	
Totals	583,000		(222,500)	360,500	

Security Summary

$ 25,000	146108	-0-	$ 25,000	146108
100,000	146129	-0-	100,000	146129
73,000	150120	-0-	73,000	150120
100,000	150202	-0-	100,000	150202
285,000	150291	(285,000)		
-0-		62,500	62,500	152162
$583,000		(222,500)	$360,500	

V.E. Skoog
Controller

by ________________________
James J. Kinns
Contract Payment Executive

JJK:mm

cc: J.C. Compton

bc: C.W. Head
R. Church
C.W. Barrett (Att)

NOTED
C. W. HEAD

8384

February 9, 1977

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

Gentlemen:

On January 27, 1977, we wrote to you concerning release of final payment on Contract No. 8384 awarded to J. C. Compton Company for paving on the Forest Boundary-Little Beech Creek Section of the Pendleton-John Day Highway in Grant County.

The total contract amount is $443,564.85 including $46.80 for work performed under force account.

Very truly yours,

C. V. Head
COMMISSION SERVICES

sr

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

The Travelers Indemnity Company
1200 6th Ave.
Seattle, WA 98101

Hansen & Rowland, Inc., of Oregon
1929 Georgia Pacific Bldg.
Portland, OR 97204

bc C. T. Keasey
Walt Hart - Bridge
V. E. Skoog Attn: Dick Hacek
W. E. Schwartz

8384

13

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 17, 1977

J.C. Compton Co.
P.O. Box 86
McMinnville, OR 97128

Attention: Allen Hay

Re: Contract 8384

Retainage requirements on this contract have been reduced to $500. You presently have a $25,000 deposit in lieu of retainage on this contract. $24,500 may be released or transferred to other contracts.

Please notify this office as to the disposition of the excess deposits.

Vernon E. Skoog,
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: U.S. National Bank
McMinnville Branch

bc: C.W. Head
C. Barrett
R. Church

NOTED
C. W. HEAD

8384 15

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ROBERT W. STRAUB
GOVERNOR

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 12, 1977

U.S. National Bank
P.O. Box 600
McMinville, OR 97128

Attention: Peggy J. Mathews
General Loan Officer

Re: J.C. Compton

We received your safekeeping receipt 150291 covering savings certificate #284145 for $285,000 which replaces matured certificate #284021 for $440,500.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	-0-	$ 25,000
8146	241,000	-0-	241,000
8199	72,000	-0-	72,000
8222	25,000	-0-	25,000
8236	265,500	(215,500)	50,000
8383	12,000	15,000	27,000
8384	15,000	10,000	25,000
8388	83,000	35,000	118,000

Vernon E. Skoog,
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: J.C. Compton

bc; C.W. Head (Att.) ✓
R. Church
C. Barrett (Att.)

NOTED
C. W. HEAD

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150291

Branch McMinnville No. 17

DATE Jan. 10, 1977

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS

☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$285,000.00 U. S. Bank Savings Cft. #284145 dtd 1-10-77 due 2-9-77
5.0%in name of J. C. Compton Co. endorsed by J. C. Compton Co.
(renewal of cft. #284021)
in lieu of retainage for

job #8146	$26,000	#8384	$25,000
8199	62,000		
8222	22,000		
8236	5,000		
8388	118,000		
8333	27,000		

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-268 1/74

Customer Copy

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Forest Boundary - Little Beech Creek

WEEK ENDING: November 13, 1976

SECTION PREFIX: 12-1046-900

HIGHWAY: Pendleton - John Day

COUNTY: Grant

NAME OF JOB: Forest Boundary - Little Beech Creek

KIND OF WORK: Paving

CONTRACTOR: J. C. Compton Company

CONTRACT NUMBER: 8384

FEDERAL AID PROJECT NUMBER: RF 182 (8)

DATE OF CONTRACT: July 2, 1976

DATE WORK STARTED: July 26, 1976

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN

SUPERVISION

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS 100 & 125

SPECIFIED COMPLETION DATE

WORK DAYS USED

CALENDAR DAYS USED 87

PERCENT OF TIME ELAPSED 87 & 70

PROJECT AUTHORIZATION: $ 577,809.08

EXCLUSIVE OF ENGINEERING: $ 533,833.03

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 533,833.03

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

ENGINEERING AUTHORIZATION $ 45,976.05

ENGINEERING COST TO DATE $ 41,165.91

PERCENT OF AUTHORIZATION 90 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 84

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 77

DATE PROJECT WAS COMPLETED: October 15, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING Guardrail	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		100	100	100			

	Guardrail GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		4.38			4.38
MILES PARTIALLY COMPLETED					
MILES COMPLETED		4.38			4.38
TOTAL ESTIMATED QUANTITIES (CONTRACT)	17,650 Ft.	2,500 Ton			13,650 Ton
TOTAL QUANTITIES CORRECTED TO DATE	16,307 Ft.	1,958 Ton			12,997 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	16,307 Ft.	1,958 Ton			12,997 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing
Keasey K
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

RECEIVED
NOV 15 1976
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	November 7, 1976
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Submitted semi-final Monday.

This will be the last report for this project.

SIGNED ______ LOCATION John Day
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

931[illegible]

1

U.S PARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE COPY

cc: OSHD (E S Hunter)

INITIAL REPORT
And Final Inspection Report

RECEIVED
STATE HWY ENGR
FEB 27
REFER TO
cy Versteeg cy Keasey
FOR

REGION NO. 10	REPORT NO. 1	COUNTY Grant	DIVISION Oregon
DATE OF INSPECTION 11-9-76	INSPECTION MADE BY R. A. Nichols, Area Engineer		PROJECT NO. RF 182(8)

IN COMPANY WITH

W. E. Hoffman, Res. Engineer

LOCATION

The project starts about 8 miles northeasterly of Mt. Vernon, Ore. and proceeds southerly to about 4 miles northeast of Mt. Vernon.

NOTED
E. S. HUNTER

CONTRACTOR NAME AND ADDRESS

J.C. Compton,Co., McMinnville, OR

AWARD DATE 7-2-76	CONTRACT AMOUNT $506,045.00	TIME ALLOWED A 100 CD B 125 CD	TIME STARTED 7-21-76	WORK STARTED 7-26-76
QUALITY OF WORK Satisfact'y	PROGRESS OF WORK Satisfactory	TIME ELAPSED 88 & 70	WORK COMPLETED October 15, 1976	

REMARKS

FOREST BOUNDARY - LITTLE BEACH CR.
PENDLETON JOHN DAY HIGHWAY

Purpose of Inspection:

I was notified it was completed so I thought I should take a look at it.

Work completed: All.

Work in Progress: None.

Comments:

Visually, the project appeared to have been constructed in reasonable conformance to the plans. The surface of the AC mat looked good; the width was equal or slightly exceeded the plan dimensions; the guardrail was well placed; the delineators were in to about the proper height.

I looked at some of the project records. Those reviewed indicated the materials incorporated into the project reasonably met specification requirements.

Acceptance of the project is recommended. However, there was one item of work that, if it had been revised, would have reduced the cost of the project slightly and reduced future maintenance costs.

✓ The delineators were as per State custom, equipped with paddle boards or targets. It is the writer's opinion that these are of doubtful benefit and serve no functional use.

One price agreement and two extra work orders were issued. The price agreement allowed a specification change in the Portland cement used for treating the existing base. Prior approval was given. The extra work orders covered adjusting existing guardrail anchors and reimbursement for required on-the-job training. Both of these were in the project agreement and approved when it was approved. The same statement can be made for the only State force order issued which covered the cost of striping by State forces.

8384 [illegible] 28

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

John Day, Oregon

November 5, 1976

FROM: W. E. Hoffman

TO:

SUBJECT: Narrative Report
Forest Boundary-Little Beech Cr.
Contract Number 8384
Pendleton - John Day Highway
Grant County

This project upgraded a 4.38 mile section, from M.P. 110.69 to M.P. 115.07, of subject highway five miles North of Mt.Vernon in which the base rock had deteriorated. This was done by treating the oilmat and base one foot deep with portland cement.

The project was set up to be completed this year as the existing road would not survive another winter.

The Contractor was J. C. Compton Company of McMinnville. Subcontractors were Coral Corporation for raising the guard rail; Foress Company for signs; and E. H. Itschner Company for crushing the aggregates.

Raising guard rail started July 26, 1976 and was completed August 4, 1976 Cement treatment started August 23, 1976 and was finished September 10, 1976 Crushing started August 31, 1976 and was finished September 16, 1976. Paving started October 5, 1976 and was complted October 9, 1976

As the cement treatment required a two day cure, traffic control was a major item on this project. The cement treatment was made in threee strips. The first was eleven feet wide down the center followed by the second 8.5 feet wide on the right side and the third on the left. Traffic was controlled by pilot car during the day and at night used the two strips not being treated.

This system worked well but would not be advised where it were possible to treat half the road at a time as the material being mixed tends to overlap the joints.

Discussion by Item

1. Furnishing Field Laboratory
The crushing subcontractor furnished one laboratory for his operation and the contractor another for the paving at a later date. One was not needed for the cement treatment. Payment was made for one.

2. Mobilization

3. Temporary Protection and Direction of Traffic
Traffic control was surprisingly smooth with no accidents nor extended delays. The various operations, while seperated by larger time intervals then possibly desirable, were in themselves conducted quickly leading to a minimum of traffic interference.

4. Temporary Barricades
These were used as specified.

5. Temporary Barricades
These were used as specified.

6. Flagmen
The various operations were done so quickly that the flagging time was underrun 40%.

7. Pilot Car
Bid quantity was used. This suggests an imbalance with item number six above. Considering the speed of operations, I think this item was a minimum.

ROADWORK

8. Aggregate Shoulders
Shoulder material was laid in a berm on the pavement and bladed to the shoulder. The dust was broomed off and hand raking done around the guard rail posts.

The crushing subcontractor, Ray Itschner, elected not to use the specified site as he had been in before and felt he could not work without polluting the river with his wash water and was sure to be shut down. He was allowed to use the State owned dredge tailing site at John Day and hauled the materials at his expense to Mt.Vernon. The John Day site is now exhausted.

9. Cement Treated Subgrade

10. Cement for Treated Subgrade
As mentioned above, the cement was mixed into the road in three sections. The oilmat was cut with a wheel mounted on the grader at 5.5 feet each side of the center line. The mat was scarified and pulled into a low berm at the center of the treated area. The mixing machine made one pass up and back pulverizing the mat and mixing it with the base rock. Cement was spread the length of the run and back. The mixing machine then made one pass each way to incorporate the cement to full depth. The water was applied following this as it was not possible to make it work properly through the mixing machine. Mixing was followed by rolling and a chip seal. All these operations required but one pass each on the sides as they were narrower. The 8.5 foot width was right for the eight foot wide mixing machine. A two foot wide strip of oil mat was left outside the treated area. This line had been cut with the wheel also. We wondered before starting if the integrity of this narrow strip could be held. It proved to not be a problem. The half foot extra width of the strip being treated plus the fact that the machine had steerable wheels behind allowed thorough mixing without damage to the shoulder even on the supers.

Superelevations were a problem to get an even depth as the machine tried to run level; tending to dig deep on the high side and shallow on the low. This was corrected by building the pulverized material up on the high side with the grader enough to counteract the leveling tedency before applying the cement. I think that what happened was that the material was being kicked down the super and raising the low side of the machine. By leaving a hole on the low side and piling the material from it above, the material kicked back, and where it went, could be controlled.

The material would not roll back to its previous position after mixing. The grade was raised about one inch throughout the project. Every effort was made to secure compaction. Moisture content was checked and water added. Two large vibratory rollers were used. Material was bladed back and forth to allow compaction of a lesser depth. Tests were taken with a nuclear tester constantly. None reached 95% of the curve used. I do not think the curve was correct. This testing did tell us when we had all the compaction we were going to get and it kept the contractor trying. Contractor cooperation in this matter was complete and appreciated. The compaction reference in the Special Provisions was to that used for soil embankments. The material mixed was crushed baserock with 55% consistently retained on the one-half inch sieve. This means that compaction is by effort and visual inspection. Effort was realistic with subsequent passes checked with the nuclear gauge to "refusal" to set up a rolling pattern.

The swelling of the material caused it to over lap at the joints between strips. Much of this was bladed back but as it was setting up some remained. This left a high point at the quarters. This material overlapped the seal on the first pass. I hoped travel would ravel this away and over half of it did ravel in the month between treatment and paving. Rate of ravel decreased markedly in the last two weeks as the material hardened.

A few soft spots developed. It appeared that these were at joints in the cement run where untreated material from ahead had become incorporated into the end of the treated section, in effect, forming a gap in the treatment. As everything was watered these soon failed. They were readily retreated as the machine went by on the next section. Care was taken to keep the joints well lapped and the problem was cured. A few small spots at the joints which had missed cement were remixed by hand. Nothing developed in the month between treatment and paving.

11. 1/4"-#10 Aggregate in Chip Seal

12. Asphalt in Tack Coat and Chip Seal
The chip seal was placed over the treated grade to hold the moisture in and to prevent the surface from raveling under traffic. Plenty of rock was used in the interest of preserving the seal under traffic. The grade soon became so hard that the shot was little affected by traffic.

The crushing subcontractor was not able to move in by the time the seal rock was needed. The contractor obtained the material locally from a small plant incapable of getting into gradation specs. Although out of gradation somewhat, the material was suitable for and did do the job required. It is my opinion that a penalty is not in order and I so recommend.

13. Class "B" or "C" Asphalt Concrete Mixture.
The contractor elected to use Class "C" for both lifts. He used a huge drum dryer plant much too large for the project as that was what he had available. The project was paved in four days. A pass the length of the job each day.

It soon became obvious that the first day that the mix design would exhaust the coarse aggregate if the split was adjusted to get in specs. The inspector made a design within broad-band that would preserve the split. He checked it with the Lab and the contractor. All agreed to it and it was adopted.

A five line profile was taken after cement treatment and plotted on an inch per foot scale. It showed that the overall grade profiles had been improved over the distressed oilmat by blading the cement-baserock mixture and that the quarters were high as expected with local irregularities caused by hardening of the mixture as processing was being completed. It was decided that a long skee on the center line would be best. A Blaw Knox with fourty foot skee on the center and a twenty foot one on the other side was used. It worked very well.

Compaction was not good. A $2,800 penalty has been computed. I think at 4.4 miles per day the paving machine outran the rollers. A big four foot wheeled vibrator was used for break-down; a two wheel for finishing. We had a few cores the second day that were low when the base was nearly done. The paving was finished two days later and the record cores cut on Monday. I had thought that with a 1½ inch lift on the hardened grade two rollers would be enough but obviously was wrong.

14. Asphalt Cement in Mixture
Nothing unusual on this item.

15. Extra for Asphalt Approaches
Approaches were paved a little high following the base lift and matched in on the top.

16. Salvaging and reinstalling delineators
Thirty-two of the delineators were not in shape to be reinstalled but not from any action of the contractor so replacement was not required. They had been driven into a rock subgrade and were too bent underground to be driven again.

17. Adjusting Guardrail Type 2
The subcontractor first tried raising the posts with the rail attached but could not. He unbolted the rail from the posts and dropped it to the ground still bolted into one length. The posts were then raised and a set of rollers on the truck used to pull the rail back up to the posts.

This work was done first to avoid the possibility of its having to be in conjunction with other operations and to avoid scarring new pavement. Profiles of the rails and pavement were taken and grades calculated. We did not know if the cement treatment would swell. We did make things a little high. As the swelling did occur, it was well we did. Check profiles were run when the rail was raised and again when the job was completed. No settlement was noted.

18. Adjusting Guard Rail Type 2A
Type 2A rail was at the ends of the runs and usually curved away from the road. The profiles showed that the grades would run smoothly to the end, without raising the first two or three posts. As the ground level was not changed, this was satisfactory. It also eliminated any need to dig up and readjust the anchors. This approach reduced quantities for this item. The subcontractor was in favor, as he had no interest in digging up the anchors on extra work.

The week this work was done was the only hot one this summer and the very soft tender, rock free oilmat picked up badly. Shoulder material was thrown onto it in front of the truck to control. The John Day Maintenance section was oiling in the vicinity and spread a little sand along the guardrail runs to help out.

P.A. #1 Portland Cement with Alkali Content 0.6 to 0.8 %
When the cement treatment was ready to start, the supplier was unable to furnish cement from the Lime plant and wanted to substitute material from Lake Oswego with a cement with an alkali content over 0.6%. This is allowed and standard in Western Oregon but out of specs here. It was decided that this would not unduly interfere with our use and it was allowed with a thirty cent penalty. 463.99 tons was furnished under this P.A. The rest came from Lime under item number 10.

E.W.O. #1 Adjust Existing Guardrail Anchors
It was possible to raise the flared ends of the guardrail runs in such a manner that this work did not have to be done. No work was done under this order.

E.W.O. #2 On-the-job Trainee
One trainee was required on this project and a teamster position approved. Opportunities for training were limited; three weeks with the cement treatment and one week with the paving.

The trainee arrived when cement treatment started and drove the water truck. He returned for the paving and drove one of the belly dumps. Unknown to the superintendant, hence to us, he finished his thousand hours after thirty hours on the job. While he continued training and employment throughout the project it was not reimbursable. Two additional teamster trainees were on the project during the week of paving. It was determined that one of them could be reimbursable under this order and this has been done.

W E Hoffman

W. E. Hoffman
Resident Engineer

STATEMENT OF OVERRUNS AND UNDERRUNS

Forest Boundary - Little Beech Creek
Highway Pendleton - John Day
Contract 8384 Prefix 12-1046-900
F.A. Project Number RF 182 (8)
County Grant
Engineer W. E. Hoffman

ITEM	ORIGINAL AMOUNT	SEMI-FINAL EST.	PERCENT + or -
Contract Bid Items (+ P.A. #1)	$506,045.00	$444,855.00	- 12.1
Anticipated Items	4,800.00	1,546.80	- 67.8
Contingencies	22,988.03	0.00	0.0
Engineering	45,976.05	41,000.00	- 10.8
Credit for Compaction Penalty Item 13		- 2,756.35	(tentative)
TOTAL CONTRACT COSTS	579,809.08	484,645.45	- 16.4

	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + Or -
1.	Furnishing Field Labatory	Only	1	1	
2.	Mobilization	Lump Sum	100%	100%	
3.	Temporary Protection and Direction of Traffic	Lump Sum	100%	100%	
4.	Temporary Signs	Sq.Ft.	475	555	+ 16.8
	Paved one lane through the project each day which required extra signs.				
5.	Temporary Barricades	Only	20	20	
6.	Flagmen	Hour	720	427.5	- 40.6
	Good production, no delays when working allowed minimum use of flagmen.				
7.	Pilot Car	Hour	160	163	+ 1.9
	ROADWORK				
8.	Aggregate Shoulders	Cu.Yd.	1,700	1,460	- 14.1
	Used all the material that was crushed, was adequate.				
9.	Cement Treated Subgrade	Sq.Yd.	71,300	70,632	- 0.9
	Was built and calculated to plan widths and limits.				

STATEMENT OF OVERRUNS AND UNDERRUNS
Page 2

Contract 8384

	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + or -
10.	Cement for Treated Subgrade plus P.A. #1 Used as needed.	Ton	2,500	1,958.21	- 21.7
11.	1/4"-#10 Aggregate in Chip Seal Material was increased to better allow the seal to carry traffic without raveling.	Cu.Yd.	360	476.1	+ 32.3
12.	Asphalt in Tack Coat and Chip Seal Shot heavy to carry traffic.	Ton	70	72.64	+ 3.8
13.	Class "C" Asphalt Concrete Mixture Laid to design thickness.	Ton	13,650	12,997.14	- 4.8
14.	Asphalt Cement in Mixture Reflects underrun in item 13 plus asphalt content in mix design of 5.4% against 6.5% on bid schedule.	Ton	890	704.48	- 20.8
15.	Extra for Asphalt Approaches	Only	35	35	
16.	Salvaging and Reinstalling Delineators 169 on project, 32 of which had previously been driven into rock subgrade and were too crooked to reinstall. Not subject to replacement at contractor's expense.	Only	200	137	- 31.5
17.	Adjusting Guard Rail Type 2	Lin.Ft.	15,100	15,013	- 0.6
18.	Adjusting Guard Rail Type 2A End of runs flaring away from the highway did not need raising.	Lin.Ft.	2,550	1,294	- 49.3

UNTICIPATED ITEM

P.A. #1 Portland Cement With Alkali Content 0.6 to 0.8%
Quantities included in item #10

ANTICIPATED ITEM	UNIT	ANTICIPATED QUANTITY	FINAL QUANTITY	PERCENT + or -
E.W.O. #1 Adjust Existing Guard Rail Anchors Grades and flares were such at the ends that this work was not required.		1,000.00	0	
E.W.O. #2 On-the-job Trainee Work time too short to use the hours plus the fact that the first trainee (who worked through the project) used up his eligibility the first day, which was unknown to anyone in the field. A second trainee worked the week of paving.	Hour	1,000	58.5	- 94.2

Narrative Said after 30%

STATEMENT OF OVERRUNS AND UNDERRUNS
Contract 8384
Page 3

		ANTICIPATED QUANTITY	FINAL QUANTITY	PERCENT + or -
S.F.O. #1	Permenant Pavement Striping Work has been done but charges unknown here	1,500.00	1,500.00	
	State Responsibility for Damages Not needed.	1,500.00	0.00	
CONTINGENCIES	Not needed.	22,988.03	0.00	
ENGINEERING	Contractor worked quickly when here. We used borrowed personnel and though they were on expenses they did not have to be carried when not needed. To a degree this would be riding other peoples prefixes depending on availability of work for these people when we were not using them.	45,976.05	41,000.00	- 10.8

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout
RECEIVED
NOV 29 1976
ROAD DESIGN SECTION
Requires Reply ☐
Required Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8384

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 5, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, OR 97128

Attn: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts: 8060, 8146, 8222, 8236, 8383, 8384, 8388

We received your safekeeping receipt 150267 for certificate #270142, $440,500. The Safekeeping receipts for matured certificates 256803, $15,000, and 270020, $287,500 are enclosed.

The above transactions affect securities deposited in lieu of retainage on our contracts with J.C. Compton as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8060	$ --	$ 7,500.00	($ 7,500.00)
8146	26,000.00	30,000.00	(4,000.00)
8222	22,000.00	65,000.00	(43,000.00)
8236	220,500.00	144,000.00	76,500.00
8383	12,000.00	—	12,000.00
8384	15,000.00	—	15,000.00
8388	83,000.00	—	83,000.00
8199	62,000.00	56,000.00	6,000.00
Total	$440,500.00	$302,500.00	$138,000.00

Authorization to reduce securities in lieu of retainage on contracts 8059/60 by $32,500 was given in my letter to you of September 29, 1976. Replacement of certificate #270020 by certificate 270142 results in a $7,500 decrease. Therefore, $25,000 is available for transfer from contract 8060 to contract 8146.

Also, retainage requirements on contract 8222 have been further reduced to $5,000. At any time, $31,000 may be released to the contractor or applied to other contracts.

Vernon E. Skoog
Controller

By ______________________________
Janice H Peterson
Contract Payments Executive

cc: J.C. Compton

bc: C.W. Head ✓ R. Cchurch C. Barrett

1314 15

LETTER OF APPROVAL AND/OR AUTHORIZATION

F-182(8)

STATE PROJECT NO.
Forest Boundary-Little Beech Creek Section

FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO.	COUNTY NAME Grant
	ITEM NO. RF-109	PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
DOT OPERATIONS
JUN 8 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	May 25, 1976	Primary Route 30
		STATE ROUTE NUMBER Primary Route 28

GENERAL LOCATION:
US 395, 6.2 miles NE Mt. Vernon, North 4.3 miles

GENERAL DESCRIPTION OF WORK:
PC Base Admixture - H.T. Pavement (6204)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER *(Specify)*
Program Approval - Total Estimated Cost of $715,000 - Federal Funds $559,000.

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's May 13, 1976 letter I approve this project for inclusion in the Federal-aid program.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
May 25, 1976	E. Walach	for Division Engineer

FORM PR-1240 (REV. 8-74) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-856

DATE: May 17, 1976

TO: Oregon Transportation Commission

ORIGINAL SIGNED BY H. S. COULTER

FROM: F. B. Klaboe, Assistant
Director for Operations

SUBJECT: Finance Approval

We are experiencing a severe surfacing breakup on the Forest Boundary-Little Beech Creek Section of the Pendleton-John Day Highway in Grant County.

The pavement deterioration is progressing at a rapid rate because of last winter's frost action and an increase in heavy truck traffic. Heavy truck hauling in the area is tied to the timber industry and is predicted to be on the increase for the next few years.

Maintenance patching of the surface will not be adequate to sustain these heavy loads and a surfacing reconstruction project under the new guidelines allowed under the Federal-Aid Rural Primary Program is recommended. The work would involve scarifying the existing surfacing, cement treatment of the existing surfacing material, the addition of some base rock and an asphalt concrete overlay over the entire distance of 4.3 miles. The total estimated cost is $900,000.

The project is scheduled for a June letting to take advantage of this construction season. I request your approval to add the project to the Six-Year Rural Primary Construction Program.

This will be on the agenda for your consideration at the May 25 meeting.

bc	Robert A. Burco	Cecil Head
	H. S. Coulter	E. S. Hunter
	R. L. Schroeder	L. W. Rulien
	D. H. Moehring	W. E. Schwartz
	Vern Skoog	George Bell

ESH:ja srb

13

PRO 6-2

May 13, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-182(8)

We are submitting program data for one project, Item No. 109, Project No. RF-182(8), "Forest Boundary-Little Beech Creek Section", which we desire to have included in the Federal-aid Rural Primary Highway Program.

It is our present intention to receive bids for this project on June 24, 1976.

JLG:bb

Enclosure
cc: W. E. Schwartz (Region 5)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

5-13-76

FEDERAL-AID PROGRAM DATA

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) US 395, 6.2 Mi. NE Mt. Vernon, N. 4.3 Mi. 21 65	ADT	PRESENT 490	FUTURE 800 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) P.C. Base Admixture, H.T. Pavement 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) RF- 14 23	NUMBER 182 7

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary		COUNTY NAME Grant			CODE 023 (14)
	NAME OF URBAN AREA 17-31 --	ROUTE NO. P	FEDERAL-AID 30 (32)	STATE 28 (36)	U.S. (37) 395	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) 6204		"Forest Boundary-Little Beech Cr. Sec."	4.36	715,000	559,000	156,000	

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	4.36	715,000	559,000	156,000	
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (28)	REMARKS	

Additional Data: Item No. 77; Pro

FORM PR-1
(REV. 4-61)

5-13-76

FEDERAL-AID PROGRAM DATA

(typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
E Mt. Vernon, N. 4.3 Mi.		490	800	96	10	Oregon	41	073	109

	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER	PROJECT NUMBER SEQ. NO.	I. Projects Only POST MI.	I. Projects Only DESIG.
t								RF-	182	(8)		

Rural Primary

--

COUNTY NAME	CODE
Grant	023

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	30	28	395

PROGRAM STAGE ☐ 1 OR ☒ 2

ESTIMATED PROJECT COST BY PHASES

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
"Forest Boundary-Little Beech Cr. Sec."	4.36	715,000	559,000	156,000		
JLG — PROJECT TOTALS	4.36	715,000	559,000	156,000		

REMARKS

Additional Data: Item No. 77; Project No. RF-182(6).

-OVER-

FOREST BOUNDARY-LITTLE BEECH CREEK SECTION

PROJECT NO. RF-182(8)

REMARKS - continued

Project Data: Reconstruct existing roadway by pulverizing the surfacing and base and treating with portland cement admixture and high-type pavement to provide two 12-foot lanes with 4-foot shoulders. Also, other work common to this type of project.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
April 9, 1976

FROM: Dale D. Allen
Regional Construction Engineer
Dale D. Allen

TO: Duane O. Christensen
Final Design Engineer

SALEM

SUBJECT: Forest Boundary-Little Beech Creek Section
Pendleton-John Day Highway
Grant County

Regarding stage construction on this project, we continue to prefer the "three-pass" system for several reasons. First and most important, it eliminates possible damage to the CTB. We just can't afford a second failure on this section. It's less expensive. Less delays to traffic. The stage construction plans should show flagmen control of "work area", area being tilled and rolled. Cones to be placed immediately after rolling and shot with light emulsion seal.

We feel that the tilled area after one stage is complete must receive a 1/2-0 chip seal before shifting traffic. Specs need to stress that contractor needs to maintain this armor coat to prevent ravelling.

Guardrail: Contrary to a previous letter, a field check indicates rail is already low (18" - 20") and will require adjustment. However, the tapered end flares do not need to be raised.

Guide Posts:

Contractor to remove (at begining of job) salvage and reinstall. This will be necessary to prevent extensive damage (wide loads) and allow rolling shoulders.

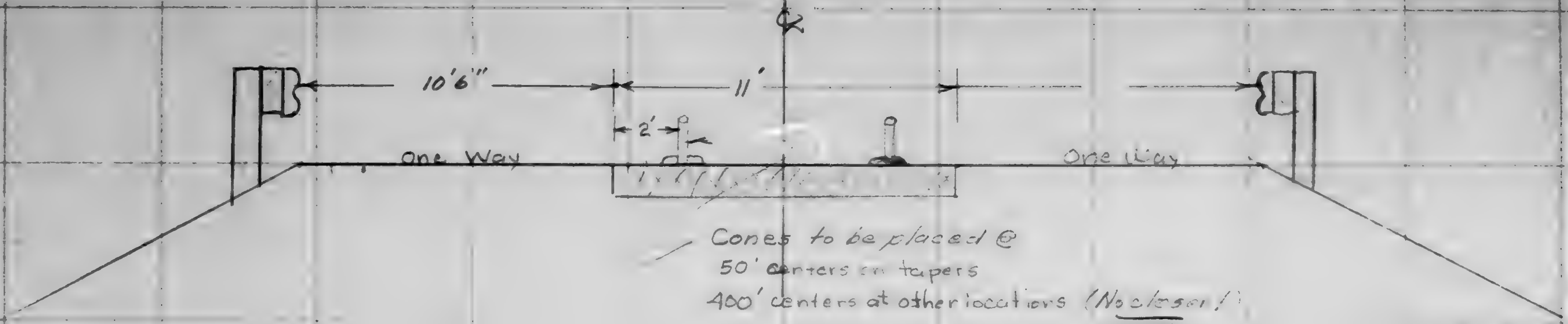
REFERRED TO
Beard JKB Reed
Cole Sample
✓ Eriksen F.E. Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

DDA:sh
Attachment
cc Hoffman

1 Versteeg ✓
Olson
2 Christensen Don
Scott
JH Copy Swenson
Savage
Trout

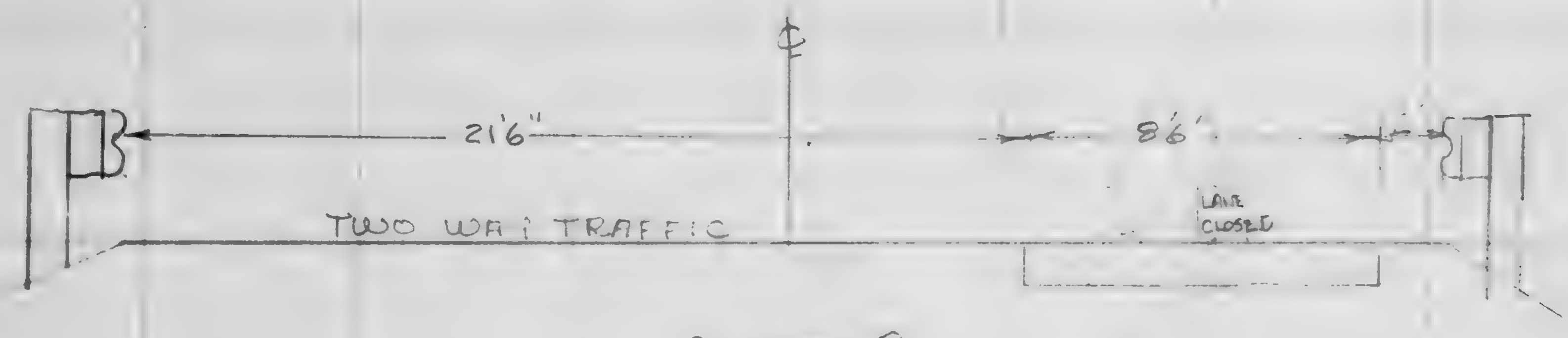
RECEIVED
APR 12 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other


℄
10'6"
11'
2'
One Way
One Way

Cones to be placed @
50' centers on tapers
400' centers at other locations (No closer!)

STAGE 1


℄
21'6"
8'6"
TWO WAY TRAFFIC
LANE CLOSED

STAGE 2

Back-Back Signs
@ 1/2 mile

Alternate w/ back-back
@ 1/2 mile

DO
NOT
PASS

∴ There will be a sign
every 1/4 mile

Reccom: 35 MPH
Const Speed
Signs

4/9/76

Salem, Oregon
April 7, 1976

Duane O. Christen

Duane O. Christensen
Final Design Engineer

W. E. Schwartz
Region 5 Engineer

Forest Boundary-Little Beech
Creek Section
Pendleton-John Day Highway
Grant County

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 7 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To______
Bring Up___/___/___
Other______

The existing O-11 oil mat and aggregate surfacing on this project is to be tilled and mixed with cement to a depth of 12-inches. The cement treated material will be overlaid with 3-inches of asphaltic concrete.

Machines capable of performing this work are available for rent in Portland. They vary in width from about 8 feet to 10 feet. Working width required is an additional 2 feet.

The cutting (or tilling) width is about 6-1/2 feet for the 8 foot machine and 7-1/2 feet for the 10 foot. When working to the edge of a strip the machines will overhang from 9 to 15 inches. In order to produce the widths desired for stage construction the machines will have to make at least two passes, overlapping as necessary. Overlapping passes in the treated mixture will have to be made before it begins to set up.

Two methods of stage constructing the cement treatment have been proposed. One will be called the "three-pass system" since the roadway would be treated in three widths. The other will be called the "two-pass system" since the roadway would be treated in two widths. See attached stage construction typicals.

The "three-pass system" basically proposes to permit two-way traffic during construction and to keep traffic off the treated portion until it has cured. The roadway widths for traffic under this system are very narrow and would be inadequate for trucks or travel trailers.

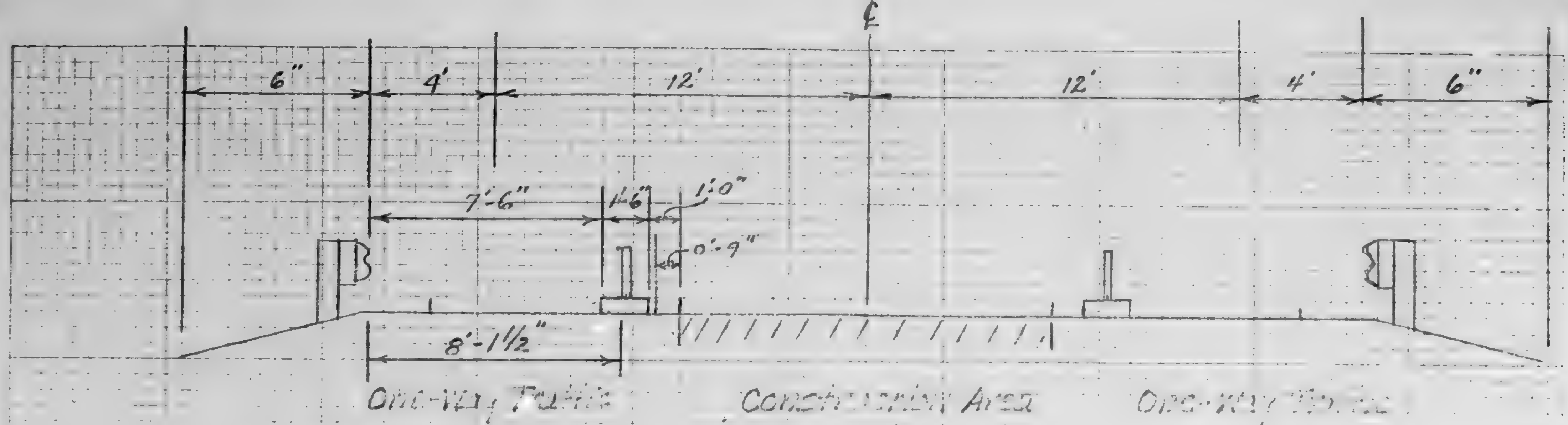
The "two-pass system" will require one-way traffic controlled by flagmen and a pilot car. When the days production is completed and has been rolled and sealed traffic would be permitted on it during the night. This method will provide adequate widths for handling traffic.

Traffic handling costs have been estimated for both methods. The "three-pass system" would cost about $10,000. The "two-pass system" would be roughly $22,500 based on 12 hour pilot car days.

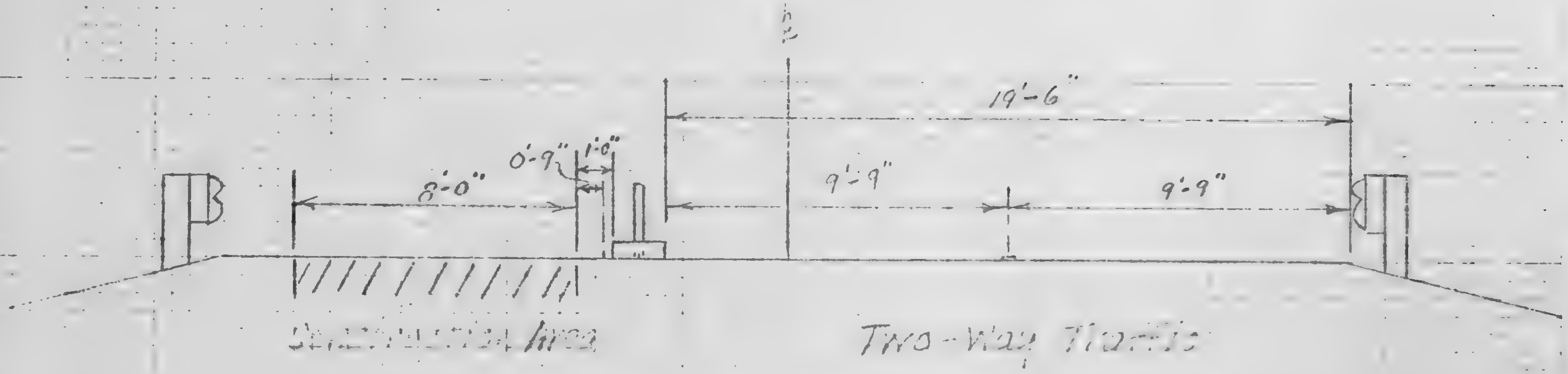
The Final Design Unit and the Construction Section believe the "two-pass system" should be used for this project. Please indicate the system you would prefer to use.

The project is scheduled for the June 24th letting, and an early answer is needed so that this project can be finalized.

FE:jh
cc: J. H. Walker (w/attachment)
Fred Eriksen (w/attachment)

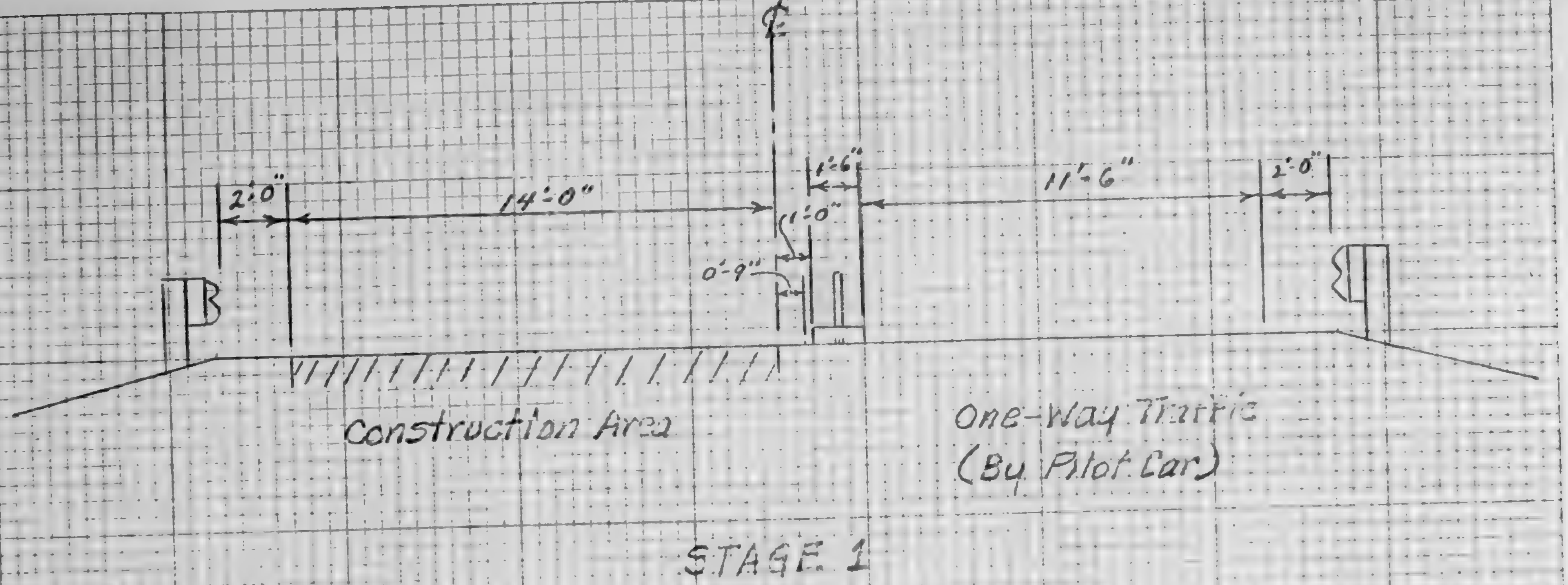

℄
6"
4'
12'
12'
4'
6"
7'-6"
1'-6"
1'-0"
0'-9"
8'-1½"
One-Way Traffic
Construction Area
One-Way Traffic

STAGE 1


℄
19'-6"
8'-0"
0'-9"
1'-0"
9'-9"
9'-9"
Construction Area
Two-Way Traffic

STAGE 2

STAGE CONSTRUCTION
"Three-Phase System"


℄
2'-0"
14'-0"
1'-6"
1'-0"
0'-9"
11'-6"
2'-0"
Construction Area
One-Way Traffic
(By Pilot Car)
STAGE 1

STAGE CONSTRUCTION
"Two-Pass System"

2334

28

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: BR 3556A

Salem, Oregon

March 8, 1976

FROM: L. L. Wallace
Bridge Design Engineer

By J. E. Backstrand
J. E. Backstrand
Supervising Design Engineer

SUBJECT:
Forest Boundary-Little Beech Creek Section
Pendleton-John Day Highway
Beech Creek
Bridge 3556A

TO: Mr. Duane O. Christensen
Final Design Engineer

We request that no asphalt concrete wearing surface be placed on the deck of Beech Creek Bridge, No. 3556A, as part of the proposed overlay of this section.

KA:dh

1 Versteeg ✓
Olson
2 Christensen DOC
Scott
3 Swenson [illegible]
Anderson
Trout

RECEIVED
MAR 8 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

REFERRED TO
Beard
Cole
Eriksen
Hager
Return Discuss
BY FINAL DES...

REFERRED TO
Beard Reed
Cole Sample
✓ Eriksen FE Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

28

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
February 6, 1976

FROM: Dale D. Allen
Regional Construction Engineer

SUBJECT: Forest Boundary-Little Beech Creek
Stage Construction
Grant County

TO: Fred Eriksen
Design Team Supervisor
Road Design Section

SALEM

Attached is a report prepared by Mr. Hoffman in reply to your Memo to the Files dated January 27, 1976.

Region office is in complete agreement with the stage construction as submitted by the resident, namely cement treating a center 11-foot to 12-foot panel for the entire project length, then placing traffic on the center panel and one outside lane. Short (18"-24") cones at 400' ± may be required to control passing when traffic is on one side. It also would be striped with double yellow. Wooden barricades or barrels at half-mile intervals and "Lane Closed" signs would be required on fresh panels. The only other possible problem would be getting a good longitudinal joint (2 joints) in CTB. A minimum overlap (3"-6") may have to be specified in the plans to control this item.

The other question I have....is it really necessary to raise the guardrail? With 46% of car sales being compacts, etc., it would seem that this extra expense is questionable. (Not sure where I got that 46% figure, but heard it somewhere.)

Assuming Bridge Design does not want AC on structure, I would suggest following:

1. CTB entire job and try to CTB 3" deeper adjacent to bridge.
2. Blade out top 3" of CTB for 200-300 feet on taper, half lane at time, just prior to paving operation.
3. Pave up to match bridge same day as the 3"-0 taper is dug out.

DDA:je
Attachment

cc: W. E. Hoffman

1 Verstoeg ✓
Olson
2 Terpin T
Scott
Swenson
Anderson
Trout

RECEIVED
FEB 9 1976
ROAD DESIGN SECTION

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Requires Approval ☐
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Return To
Bring Up / /
Other

REFERRED TO

Beard Reed
Cole Sample
[✓ Eriksen] F.E. Watson
Hager Wolfe

[✓ Return] Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

☐ RE ☐ RCE ☐ RBE ☐ RME
☑ ROE FEB 6 1976 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

John Day, Oregon
February 5, 1976

SUBJECT: Forest Boundary-Little Beech Crk.
Pendleton - John Day Highway
Grant County

To: W. E. Schwartz
Region Engineer
La Grande, Oregon 97850

This is in response to Mr. Eriksen's memo of January 27, on subject project. The idea of trying to differentiate between types of traffic does not appeal to me. I think that the only way to make the proposed system work would be to use one-way traffic and pilot car throughout the entire curing period. Log trucks can be expected anytime from 4 A.M. to 9 P.M. and the chip trucks run continuously to Pendleton any time of the day or night. Some of the latter are now hauling to rail-head at Seneca but they can switch back at any time.

As I do not identify any structural objection in said memo to the three pass system we submitted, I still think it to be preferred to the above. We would have a minimum of 20 feet of clearance at any stage. While this is admittedly narrow for two-way traffic we put up with it all the time in this part of the country as a normal thing. The John Day-Burns highway with an 18 foot roadway has every bit as heavy logging truck traffic as will be experienced on subject project and we endure it. Until last summer the I.O.N. South of Burns Junction had heavy interstate truck traffic on 18 feet of oil. I believe shoulders were built and oiled at that time. The John Day highway between Unity and Brogan is another 18 foot road which seems to survive. An additional point is that these examples function at full traffic speeds (the 55 mph limit being mostly observed by the breach there of) while our operation will be posted, and hopefully enforced at 35 mph.

A complete stage construction diagram on cross section paper was submitted with the survey data. This fully explains the plan we submitted.

To conclude, I reiterate that I do not believe interruption of pilot car operation at night can be possible if the two stage system is specified.

W E Hoffman

W. E. Hoffman
Resident Engineer

28

FORM 81 714 3010

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

January 27, 1976

REFERRED TO FILED

____ Beard ____ ____ Reed ____
____ Cole ____ ____ Sample ____
____ Eriksen 273 ____ Watson ____
____ Hager ____ ____ Wolfe ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

Fred Eriksen

FROM: Fred Eriksen
Design Team Supervisor

SUBJECT: Forest Boundary-Little Beech Creek
Pendleton-John Day Highway
Grant County

TO: MEMO TO THE FILES

RECEIVED JAN 28 1976

The work on this project consists of the treatment of existing surfacing materials with cement, the placing of a three-inch A.C. overlay and adjustment of existing guardrail.

The curing period for the cement treatment and the traffic handling problems during that time were discussed January 22, 1976, by Frank Terpin, Clarence Gregg and myself.

A curing period of two days is recommended by Gregg, before heavy truck traffic should be permitted on the cement treated material. Passenger vehicles would be permitted to travel on it, during the night following each days production.

Construction has recommended, due to the amount of log truck traffic and the 32-foot roadway width, the cement treatment be applied to half the roadway at a time.

Traffic will be controlled by pilot car. The daily extent of pilot car use will have to coincide with the hauling hours of log truck traffic to insure that these vehicles do not travel on the cement treated material during the curing period.

Assuming the cement treatment is applied moving on each side with traffic, the treatment of the last half should begin, opposite the beginning of the third day's run prior and proceed with traffic. This will allow the pilot car to detour traffic around the two previous day's treated areas, which are still in the curing period.

Comments or suggestions are invited from recipients of this letter.

How about just stating in specs that no daytime (specify hours) traffic will be permitted on the cement treated materials for a period of 48 hrs. after treatment is applied.

Also suggest that some additional provisions be made for maintaining the seal on the CTB due to early traffic. We would expect a little more than normal rupture of the seal and these should be promptly repaired.

O. B. Jackmond

FE:az
cc: W. E. Schwartz
O. B. Jackmond
C. J. Gregg
C. G. Swenson

____ Keasey ____ RECEIVED ____ Richards ____
____ Bond ____ ____ Gunn ____
____ Jackmond ____ JAN 28 1976 ____ Berg ____
____ Harwood ____
____ Johnsen ____ CONSTRUCTION
____ Walker ____ SECTION

Copy to Ericksen
1-28-76

Salem, Oregon
January 26, 1976

Frank E. Terpin
Final Design Engineer F.E.T.

W. E. Schwartz
Regional Engineer

Forest Boundary-Little Beech Creek
Section
Pendleton-John Day Highway
Grant County

ATTN: Vern Moore, Region Geologist

We are preparing contract plans for this project which is presently scheduled for the May letting.

Surfacing quantities for the three-inch overlay and shoulder work total about 9,000 cy. of aggregates.

Please furnish us with material source data, mining permit, development and reclamation plans.

FET:az
cc: Fred Eriksen

RECEIVED
JAN 26 1976
ROAD DESIGN SECTION
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6384

13

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: RF-182(6)

STATE PROJECT NO.: Forest Boundary-Little Beach Creek

COUNTY NAME: Grant

PROGRAM NO.:

ITEM NO.: RF-77

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

FROM:

G. L. Green, Division Administrator
Salem, Oregon

TO:

Mr. F. B. Klaboe
Administrator & State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
FEB 3 '76
REFER TO
FOR

DATE PS&E APPROVED:

DATE AUTHORIZATION EFFECTIVE: 1-26-76

FEDERAL ROUTE NUMBER: Primary Route 30

STATE ROUTE NUMBER: Primary Route 28

GENERAL LOCATION:

US-395 6.2 miles NE Mt. Vernon - North 4.3 miles

GENERAL DESCRIPTION OF WORK:

Preliminary engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION at a total estimated cost of $15,000 - Federal funds $11,700.
☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My program approval memorandum of 1-26-76 approved this project for inclusion in the Federal-aid program.

As requested in Mr. Rulien's letter of January 8, 1976 you are authorized to proceed with the work as shown above.

DATE: 1-26-76

SIGNATURE OF APPROVING OFFICIAL:

TITLE: Division Administrator

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: 1-26-76

BY (Signature): L. W. Rulien's letter of 1-8-76

TITLE: Project Management Engineer

CLASS OF FEDERAL FUNDS: ☐ FAI ☒ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. ______ THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)
					Location: Forest Boundary-Little Beach Creek Grant County State of Oregon Work: All phases of preliminary engineering
77	RF-182(6)	4.32	15,000	11,700	

FEB 3 '76
REFER TO
Rulien ✓

REMARKS (Division)

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-26-76	G. L. Green, Division Administrator

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-690

28

Salem, Oregon
January 22, 1976

Forest Boundary-Little Beech
Creek Section
Pendleton-John Day Highway
Grant County

Frank E. Terpin
Final Design Engineer

Leonard L. Wallace
Bridge Design Engineer

We are presently preparing contract plans for a three-inch overlay on this section. There is a 125-foot bridge, No. 3556A, at a crossing of Beech Creek. The bridge does not have a bituminous wearing surface, according to the Bridge Log.

How much of the overlay thickness can be placed on the structure deck?

FE:az
cc:W. E. Schwartz
Fred Eriksen

/ Versteeg ✓
Olson
Terpin
Scott
Swenson
Anderson
Trout

RECEIVED
JAN 22 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
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Bring Up
Other

8584

January 8, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM L. W. Rullen
Project Management Engineer

SUBJECT Program Data Submission
Project No. RF-182(6)

We are submitting program data for one preliminary engineering project, Item No. 77, Project No. RF-182(6), "Forest Boundary-Little Beach Creek Section", which we desire to have included in the Federal Aid Rural Primary Highway Program.

We request, concurrent with approval of the program, authorization to proceed with preliminary engineering by State Forces necessary to obtain P.S. & E. approval at an estimated total cost of $15,000 with federal funds of $11,700.

DRH:jb

Enc.

cc W. E. Schwartz (Region V)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

1-8-76

CARD 2	REPORT NUMBER 1	PROJECT LOCATION (45 typewriter spaces) US 395, 6.2 Mi. NE Mt. Vernon, N 4.3 Mi.	**ADT**	PRESENT 490	FUTURE 800	YEAR 96	REGION 10	STATE NAME Oregon	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) RF- NUMBER 182

CARD 4	CLASS OF FEDERAL FUNDS Rural Primary	COUNTY NAME Grant	CODE 023	
	NAME OF URBAN AREA 17-31 - -	ROUTE NO. P	FEDERAL-AID 30	STATE 28	U.S. 395

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
1	(16-18)	(18	41	42	43 49	53		(54) (58)	(59) (66)	(67) (78)			
5					**PE**		US 395, 6.2 mi. NE Mt. Vernon, N 4.3 mi.	4.32	15,000	11,700	3,300		Pre Al
5					**ROW**								(F la sh
5					**CONST** (CODE) 6204		"Forest Boundary-Little Beach Creek Section"						RO Acc Pa Re
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS	4.32	15,000	11,700	3,300		
1	14	PROGRAM APPROVAL DATES							(19) (23)	(24) (33)	REMARKS		

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

1-8-76

r space)
, Vernon, N 4.3 Mi.

ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	490	800	96	10	Oregon	41	073	77

ATL. OREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
							RF-	182	(6)		

COUNTY NAME: Grant
CODE: 023

ROUTE NO. P
FEDERAL-AID: 30
STATE: 28
U.S.: 395

PROGRAM STAGE ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
5, 6.2 mi. NE ernon, N 4.3 mi.	4.32	15,000	11,700	3,300		Preliminary Engr. All phases.
						(Future const. 2-12' lanes H.T. pave 4' shoulders.)
est Boundary-Little h Creek Section"						ROW - Minimum 120'; Access Control - Partial; Parking Restrictions - none.
DRH — PROJECT TOTALS	4.32	15,000	11,700	3,300		

REMARKS

-over-

FOREST BOUNDARY-LITTLE BEACH CREEK SECTION

PROJECT NO. RF-182(6)

Existing Facility: Bituminous surfaced two 12-foot lanes with 4-foot paved shoulders.

Adjacent Sections:

North End -- 24-foot bituminous surface with 1-foot shoulders.
South End -- 32-foot bituminous surface providing 2-12' lanes with 4-foot shoulders.

Project Data: Work under this project consists of preliminary engineering all phases for the future reconstruction of the existing base and surfacing to provide two 12-foot travel lanes of high-type pavement with 4-foot shoulders.

System Action, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on November 20, 1975.

IM 50-1-70 Requirements:

(a) State Clearinghouse -- Exempt from A-95 review under working agreement.

(b) District 12 Clearinghouse -- It is our contention that this is a quasi-clearinghouse for if it were fully operational or representative of its respective district or both that it would have a signed working agreement in effect.

Urban Transportation Planning (PPM 50-9): Not applicable.

FHPM 7-7-5 Requirements:

(1) Public Hearings -- None required unde
(Category 3 project).

(2) Location/Design -- Not a factor in th
project.

Data for PR-37:

Preliminary Engineering -- Field Work
P.S. & E. Preparation

Total

Note: This project is in Congressional Distr

FOREST BOUNDARY-LITTLE BEACH CREEK SECTION

PROJECT NO. RF-182(6)

rfaced two 12-foot lanes with

us surface with 1-foot shoulders.
us surface providing 2-12' lanes
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action project concurred in by FHWA on

xempt from A-95 review under working

se -- It is our contention that this
for if it were fully operational or
espective district or both that it
king agreement in effect.

50-9): Not applicable.

FHPM 7-7-5 Requirements:

(1) Public Hearings -- None required under Oregon Action Plan (Category 3 project).

(2) Location/Design -- Not a factor in the development of this project.

Data for PR-37:

Preliminary Engineering -- Field Work	$10,000
P.S. & E. Preparation	5,000
Total	$15,000

Note: This project is in Congressional District No. 2.

838-

15

December 11, 1975

Mr. William K. Farrell, Secretary
Grant County Stockgrowers Association
Canyon City, Oregon 97820

Dear Mr. Farrell:

1196-K

I share your concern and am aware of the conditions existing on the Beech Creek Section of US395. An in-depth investigation was conducted earlier this year as to the cause and corrective action to be taken.

The increased volume of large truck traffic and degrading of the base rock aggregate are the primary reasons for the problem. It will be necessary to completely resurface the entire section to correct it. This work is scheduled to be let on May 27, 1976.

You are probably aware that revenue from highway-user taxes is falling short of our predictions. However, repair work of this nature must be done as soon as practicable even though other improvements must be deferred.

Thank you for writing to express your concern for the condition of highways in Eastern Oregon.

Best wishes for a happy holiday season.

Sincerely,

F. B. Klaboe, Administrator
and State Highway Engineer

cc: The Honorable Robert Smith

bc: E. S. Hunter H. S. Coulter
D. H. Moehring W. E. Schwartz
H. W. Oswald

BA;sh HSC:la srb

Grant County
Stockgrowers Association

Canyon City, Oregon

November 13, 1975

Mr. F. B. Klaboe
Administrator
State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

The Grant County Stockgrowers Association are very concerned about the condition of the Beech Creek section of Highway 395.

The last construction job is in a deplorable condition and will even be worse by spring. This section of road has been rough since it was completed and continues to get worse.

We would appreciate a report back on your findings in regards to this section of road and what the plans are for correcting the situation.

Sincerely,

Wm. K. Farrell

William K. Farrell
Secretary

WKF:mv

cc: Senator Bob Smith, Burns
Philip J. Kuhl, John Day
Jack E. Johns, Fox

RECEIVED
STATE HWY FILES
NOV 14 '75
REFER TO Coulter
FOR
Info Inv ✓

838 Contract # 8384 15

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: PRO 4-3

INTER-OFFICE CORRESPONDENCE

SALEM, OREGON

November 21, 1975

FROM: L. W. Rulien
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Little Beech Creek-US Forest Service Boundary
Pendleton-John Day Highway
Grant County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
Soils & Geology - Lab Bldg.
County/City Unit
D. E. Swan
B. L. Gifford
Region 5 : W. E. Schwartz
District 12 : H. W. Oswald

APPROVED
ESH
E. S. Hunter
Date 11-24-75

A 95 NOT REQ, NO R/W

RECEIVED
STATE HWY ENGR
NOV 21 '75
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Form FHWA 121 (Rev. 5-73)

D1[illegible] 12

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 20, 1975

In reply refer to: 1041DA.5

SUBJECT: Oregon Project RF-182(-)
Little Beech Creek-US Forest Service Boundary
Pendleton-John Day Highway
Grant County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's November 7 letter has been reviewed.

We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action.

The proposed standards, the design, and other specific details contained inthe assessment will be subject to future reviews.

for Walach
G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 5, Kennedy)

...ANAGEMENT ...		
ROUTING	ACTION	INIT
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INVENTORY-NEEDS		
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...ARKS:		

NOV 20 1975

RECEIVED
STATE HWY ENGR
NOV 20 '75
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

cy Schroeder

BEN GIFFORD

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 5, 1975

A. PROJECT IDENTIFICATION

RF-182 (-)

Name of Project Little Beech Creek-U. S. Forest Service Boundary (Section)

Location of Project Pendleton-John Day (Highway Name) U.S. 395 (Highway No., US - ORE)

(City) Grant (County) 5 (Region)

Program (Funding) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To upgrade a badly deteriorating section of U.S. 395 with a cement-treated base and asphalt concrete pavement. There has been a continuous maintenance problem since August of 1972 when the project was completed. Subsequent studies have associated pavement failures with underdesign; the clayey subgrade provides little structural support. The situation is worsened by frost action and heavy truck usage.

C. DESCRIPTION OF PROJECT

Length Approximately 4.3 miles

Termini Station 29+50 to 259+59 (Little Beech Creek)

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY 3 PROJECT

non-major

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Land contiguous to the highway is primarily grazing land. No additional right-of-way is required.

Typical Section Variable.
Presently proposed are two 12-foot travel lanes, two paved shoulders.

Structures None proposed

Characteristics (ADT) Between 560 and 640 vehicles per day (1974 statistics).
A 1973 traffic count included 50 five-axle trucks per day.

Other General Information (or Supplemental information to items) The proposed project would entail scarifying the existing roadway, treating the subgrade to a depth of 12 inches with Portland cement and overlaying the cement-treated base with a 3-inch asphalt concrete wearing surface.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

No location alternatives have been considered. The proposed structural design was derived from laboratory tests on local soils.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______ Tentative Date(s) ______

A-95 Review: ☑ Not Required ☐ Required

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The proposed project is located in the relatively narrow Beech Creek Canyon at elevations between 3100 and 3500 feet MSL. Beech Creek is on the west margin of the highway throughout most of the project. The stream rises in the mountains near the project, has a steep gradient and is decidedly flashy. Heavy run-off is brought about by spring snowmelt and the thunderstorms of summer. The highway is built upon clayey soils derived from the weathering of the Columbia River basalt, the principal lithologic unit in the area. Hillside vegetation consists of bunch grass-sage associations with scattered ponderosa pine. A variety of wildlife may be seen in the area, particularly mule deer. Beech Creek is intermittent and is consequently unimportant as a fishing stream.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The project is located in a sparsely populated area of the State. Environmental quality is high. The proposed project would not materially affect the physical environment.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: None

   Consequences: N.A.

2. Estimated Changes in Traffic Patterns: None

   Consequences: N.A.

3. Estimated Changes in Land Use: None

   Consequences: N.A.

4. Expected Adverse Effects on Natural Ecological Resources: None
   The intermittent stream will not be affected.

   Consequences: N.A.

5. Expected Adverse Effects on Cultural and Scenic Resources: None. Construction activities would be temporary.

   Consequences: None

6. **Preliminary Identification of Areas of Critical Environmental Concern:**

None identified.

7. **Potential for Controversial Issues:** None anticipated.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	X		
Urban Economist	X		
Water Quality Spec.	X		
Acoustical Engineer	X		
Air Quality Engineer	X		
Cultural Geographer	X		
Urban Planner	X		
Geologist	X		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

J. TYPE OF ACTION

☐ Major Action

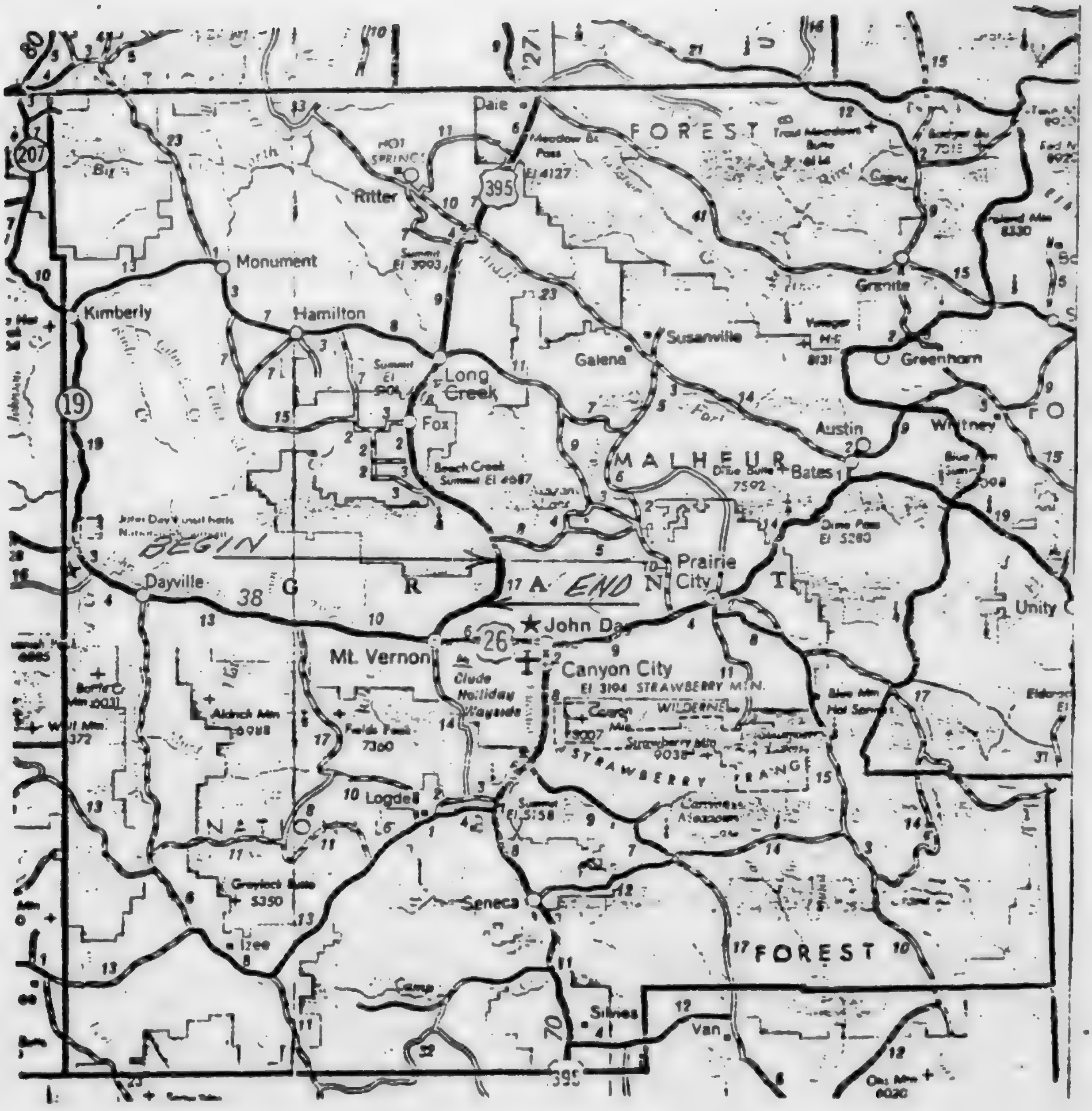
  ☐ Significant ☐ Non-Significant

☒ Non-Major Action

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS
☒ Assessment Only

☐ Section 4(f)
☐ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other______________________



Dale
Meadow Bk Pass
El 4127
HOT SPRINGS
Ritter
395
207
Monument
Kimberly
Hamilton
Summit El 3903
Long Creek
Fox
Beech Creek Summit El 4687
19
FOREST
Granite
Susanville
Galena
Greenhorn
Austin
Whitney
MALHEUR
Bates
Dixie Butte 7592
Dixie Pass El 5280
BEGIN
END
Dayville
38
G
R
A
N
T
Prairie City
Unity
John Day
26
Mt. Vernon
Canyon City
El 3194
Clyde Holliday Wayside
STRAWBERRY MTN. WILDERNESS
Canyon Mtn. 8007
Strawberry Mtn 9038
STRAWBERRY RANGE
Aldrich Mtn 6988
Fields Peak 7360
Logdell
NATI
Graylock Butte 5350
Izee
Seneca
Summit El 5158
FOREST
Silvies
Van
70
395
Blue Mtn Hot Springs

8364

18

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
September 9, 1975

Warren E. Schwartz

FROM: W. E. Schwartz
Regional Engineer

TO: E. S. Hunter
Acting Deputy State Highway Engineer

SUBJECT: Forest Boundary-Little
Beech Creek Section
Pendleton-John Day Hwy.
Grant County

NOTED
E. S. HUNTER

The above project was completed in August, 1972. Almost since the day the project was completed, we have experienced continuously increasing maintenance costs. The John Day section crew kettle patched and premix patched extensively in 1973 and 1974. Also in 1974, the Region 5 oiling crew sealed this section. This year, also, John Day has patched extensively on this section and the surface continues to degenerate.

I am also advised by the John Day section foreman that the Highway Division is being subjected to continuing criticism and ridicule because of this poor project.

We have known for some time that we have a very serious problem, the solution of which is beyond the scope of maintenance. I asked Base Designer Clarence Gregg to conduct an investigation into the problem and recommend corrective action. A copy of his report is attached.

This report basically says that the surfacing failed due to a combination of circumstances. Certain assumptions about traffic classifications were made and design criteria were selected based upon erroneous information. This was a 1971 bond project and I suspect minimum design standards were selected to maximize the effectiveness of the bond program.

Gregg recommends that appropriate corrective action would be to scarify 12 inches of the existing surfacing, treat it with cement, and add a new 3-inch asphaltic concrete wearing surface. This action seems rather drastic but anything less would be a waste of funds, in my opinion.

I recommend that an Authority for Survey be approved to allow us to work up a job for earliest possible programming and construction. Your approval is recommended.

WES:sh

9-12-75
copy to: [illegible]

cc H. S. Coulter w/attach
L. W. Rulien "
V. D. Wolfe "
C. T. Keasey "
D. H. Moehring "
H. W. Oswald "

9-11-75
cy –

RECEIVED
STATE HWY ENGR
SEP 11 '75
REFER TO
Wolfe
FOR
Info Inves R/D D/R Sign Act File

D/s. Geta small survey order out

FORM E-30

☒ RE ☒ RCE ☐ RBE ~~☒ RME~~
☒ ROE SEP 4 1975 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 2, 1975

SUBJECT: Forest Boundary-Little Beech Creek
Pendleton-John Day Highway
Grant County

To: Victor D. Wolfe
Location Engineer
Office

At the request of the Region, an investigation of the subject section was conducted in May, 1975, to determine the cause of structural distress that occurred soon after construction was completed.

The project contract was awarded February 8, 1971, completed and opened to traffic about August 3, 1972.

The Crushed Base Equivalent Requirement based on the "Typical Soil" was 25.0", but as drill logs indicated rock or rocky material in the cut areas, it was anticipated by judicious use of the material the subgrade would consist of, or be topped out with rock, thus allowing a reduction of the total Crushed Base Equivalent Requirement to the minimum thickness for the Traffic Classification, or 17.5". The Project Base Design reflected the minimum structural section as does the "As Constructed Plans".

Field tests consisted of taking deflection measurements over the length of the project. These tests are generally used to determine the thickness of overlay required for a given period of time.

The deflection tests cannot be used due to plastic deformation throughout the pavement structure. For example, at one point, the mat squeezed up between the duals and the tire tread imprint was visible in the surfacing.

Additionally, two test pits were dug, each to a depth of 30 inches or 12 inches into the subgrade. The base and subgrade material was sampled and laboratory tested. The test results indicated the samples would not meet specifications for either aggregate base or aggregate subbase; both had high liquid limits, plasticity indexes, excess passing #200 sieve, low sand equivalent, and an excessive degradation height on one test and marginal on the other. The subgrade material while rocky was badly contaminated with clay or silt fines, and the C.B.E. Requirement for this material is 23.0 inches or 5.5 inches more than was constructed.

The Planning Section provided a traffic count completed in 1973, that showed 50 five-axle trucks rather than the 24 used in the original traffic analysis. For the recommendation following, the latest count will be used.

As shown by the deflection measurements, laboratory tests, and the later traffic count, failure has resulted from underdesign, compounded by use of material whose poor qualities were not detectable at the time of construction; also, the subgrade material that had been anticipated was not available. It should be noted that the base and subgrade materials are definitely frost susceptible and the project is in a known frost area.

The corrective measure that would be most effective for a ten-year-plus design period would be to scarify the existing roadway, treat 12 inches with cement, and place a three-inch wearing surface. A section such as above would satisfy the traffic requirements and any possible frost problems that could occur. During this study careful consideration of an overlay was given, but due to the frost susceptibility of the existing materials, and the seemingly plastic nature of the base and subgrade, the overlay thickness required was believed too great to be economically feasible.

C. J. Gregg
Base Design Engineer

CJG:af

8385 Reuben Cr.-Rock Cr. Sec. 1976
(Lower Graves Cr. Rd.)
(Grading & base)

C & A	5341	6-18-75
C & A	5361	6-30-75
C & A	5674	6-14-76

U.S. GO ERNMENT PRINTING OFF E: 1974—73 -020

CC: OSHD (H S Coulter)
Wash. D.C. (HHO-32)
Reg. 3 (Shirley)

STATE COPY

U.S. DEP TMENT OF TRANSPORTATION
FED HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Josephine	DIVISION Oregon
DATE OF REPORT 8-17-77	REPORT MADE BY Vincent J. Tabor, A.A.E.		PROJECT NO. ER-322(1)
COMPLETION DATE 12-23-76	ACCEPTANCE DATE BY CONTRACT AGENCY 5-4-77	TIME ELAPSED $\frac{90}{75} = 120$ %	CONTRACT TIME 75 days
APPROVED EXTENSIONS 9-25 to 12-23-76	LOCATION Lower Grave Cr. Rd. FAS 17-100		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RE UBEN CREEK-ROCK CREEK
Emergency Relief Project

This project provided for replacement of roadway embankments, aggregate base and surface, damaged pipe culverts and the placement of slope protection material at sections destroyed by flood waters on the Lower Grave Creek Road.

The original estimate was $152,322; however, an overrun of general excavation and an increased need for engineering resulted in a final estimate of $157,158, or a total overrun of approximately 3.2 percent.

A time extension was approved by the State DOT on December 38, 1976, to account for a 15-day project overrun. This correspondence and all final documentation has been received and appears adequate for formal acceptance of the project.

COPY SENT
AUG 18 1977
STATE

8-19-77

RECEIVED
STATE HWY ENGR
AUG 19 '77
REFER TO
FOR
Info Inves R/D D/R Sign Act File

COPY SENT
AUG 18 1977
Washington

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE T. P. Lowe Original Signed by T. P. LOWE		SIGNATURE G. K. Hossner Original signed by G. K. Hossner Dist. Engineer	
TITLE Area Engr.	DATE 8-18-77	TITLE District Engineer	DATE 8-18-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8385(17)

FORM APPROVED RCS HNG-30-02
OMB NO. 04-R 2271

U.S. DEPARTMENT OF TRANSPORTATION • FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

FPM [illegible]

ALL CARDS — *To be completed by Washington Headquarters Personnel* — 2–4, 5–8, 9–12, 13–15, 16–18, 19–23, 24, 25–27, 28–30, 31–33

PART A *(To be completed by FHWA or State Highway Personnel) (See instructions on reverse)*

CARD A

STATE: Oregon	COUNTY: Josephine	FEDERAL PROJECT NO.: ER-322(1)	URBAN ☐	RURAL X

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 Ft.)	
	CONSTRUCTION TYPE CODES		2010 6201		DATE STARTED October 8, 1976
20	FINAL CONSTRUCTION COST	DOL.	139,308		DATE COMPLETED December 23, 1976
21	LENGTH OF PROJECT	MILES	—		TOTAL NO. BRIDGES

PART B *(To be completed by contractor. See instructions on reverse) (REMARKS. Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS 3551	GROSS EARNINGS 37,092	

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	24300	
	9	PETROLEUM PRODUCTS	GAL.	23500	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON		
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD. FT.		
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.		
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.	8500	
CARD E	11	READY-MIXED CONCRETE	CU. YD.		
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.		
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48–52 | 53–61 | 62–70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
		12	4
		18	200
CARD J	13	CONCRETE PIPE	
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

ER [illegible] 1974
✓ Storm

August 2, 1977

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon 97526

File 48540, OR 14449
Reuben Creek-Rock Creek Sec.
Lower Graves Creek Co. Rd.
Josephine County

Gentlemen:

Enclosed is the Decision from the Bureau of Land Management dated September 13, 1976, that was applied for by the State of Oregon on behalf of Josephine County.

This Decision was received earlier, but the State of Oregon was named as grantee, and had to be returned for correction.

Also enclosed is a copy of your letter of June 13, 1975, authorizing this transaction.

If this Decision meets with your approval (see Exhibits "B" and "C"), will you please record same in the Josephine County Records and furnish the undersigned with the recording information.

If there are any further questions, please contact this office, telephone 378-6524.

Thank you.

PROJECT MANAGEMENT
PME ☒ [✓ CCE ☐] OM ☐
LGE ☒ FAE ☐ OPE ☐
AUG 2 1977
File: PM FA
TAA ______ LG OP

Very truly yours,

Adele L. Egan
Right of Way Office Manager
Room 119, Transportation Building

VD:mp
Enc.
cc: A. Shirley, Jr., w/Decision (prints were sent 3/22/76)
Virgil Wilson (prints were sent 3/22/76)
Dave Moehring, Attn: Don Harwell, Local Gov. Programs
(prints mailed 3/22/76)

B

N NOTED

Rp

OSO-2800-12 (5/72)
(Formerly OLO-2234-5)

OR 14449
2820 (943.1)

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Oregon State Office
P. O. Box 2965 (729 N.E. Oregon Street)
Portland, Oregon 97208

Your Ref: 48540
Reuben Creek-Rock Creek
Section, Lower Graves
Creek Co. Road, Josephine
County

SEP 13 1976

DECISION

RIGHT-OF-WAY GRANTED

Details of Grant

Serial number of grant - - - - - - - - - - - OR 14449

Name of grantee- - - - - - - - - - - - - - - Josephine County, Oregon, nominee of the State of Oregon, by and through its Department of Transportation, Highway Division

Map showing the location and dimensions of grant:

Map designations - - - - - - - -- 10C-49-10, Revised March, 1976
Marked Exhibit "A"

Date filed - - - - - - - - - - -- March 26, 1976

Permitted use by grantee - - - - - - - - - Highway widening and realignment

Authority for grant - - - - - - - - - - - - Act of Aug. 27, 1958 (72 Stat. 885 et seq.; 23 U.S.C. 107 & 317)

Regulations applicable to grant - - - - - -- 43 CFR 2800 and 2820

Circular number(s) - - - - - -- 2xxxxxxxxxxxxxx 2384 and 2324

Date of grant - - - - - - - - - - - - - - -- SEP 13 1976

Expiration date of grant - - - - - - - - - Perpetual as long as used for the purpose granted

Terms and Conditions of Grant

Under authority redelegated to the undersigned pursuant to Order No. 701 of the Director, Bureau of Land Management, dated July 23, 1964 (29 F.R. 10526), as amended, a right-of-way, the details of which are shown above, is hereby granted subject to the following terms and conditions:

1. All valid rights existing on the date of the grant.
2. All regulations in the circular(s) specified above.
3. Compliance with Title VI, Civil Rights Act of 1964 (78 Stat. 241) in accordance with Form OSO-1814-1, attached to and made a part hereof, and identified as Exhibit "B".
4. Filing of statement of construction within seven years from date of grant.
5. Compliance with the terms and conditions as specified in the Pesticides Control Stipulations, Form OSO 2800-14, attached to and made a part hereof, and identified as Exhibit "C".

Enclosures:
Exhibit "A" - Map
Exhibit "B" - Form OSO 1814-1

Creek Co. Road, Josephine
County

SEP 13 1976

DECISION

RIGHT-OF-WAY GRANTED

Details of Grant

Serial number of grant - - - - - - - - - - - OR 14449

Name of grantee- - - - - - - - - - - - - - - Josephine County, Oregon, nominee of the State of Oregon, by and through its Department of Transportation, Highway Division

Map showing the location and dimensions of grant:

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Date filed - - - - - - - - - - -- March 26, 1976

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Date of grant - - - - - - - - - - - - - - - - SEP 13 1976

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Enclosures:
Exhibit "A" - Map
Exhibit "B" - Form OSO 1814-1
Exhibit "C" - Form OSO 2800-14

ACTING Chief, Branch of Lands
and Minerals Operations

Orig. - Case file
Dupl. Orig. - Grantee

STATE OF OREGON)
COUNTY OF MULTNOMAH)

I, CHAMP C. VAUGHAN, JR., a notary public in and for the said County and State, do hereby certify that on this the 13th day of September, 1976, before me personally appeared Leland D. Morrison, being to me personally well known and known by me to be the Acting Chief, Branch of Lands inerals Operations, Oregon Office, Bureau of Land Management, and acknowledged that the foregoing instrument bearing date of September 13, 1976, was executed by him in his official capacity and by authority in him vested by law, for the purpose and intents in said instrument described and set forth, and acknowledged the same to be his free act and deed as Acting Chief, Branch of Lands and als Operations, Oregon Office, Bureau of Land Management.

Witness by hand and seal this 13th day of September, 1976.

Champ C. Vaughan Jr

Notary Public for OREGON

Residing at PORTLAND, OREGON

(SEAL)

My Commission expires March 26, 1977.

EXHIBIT "B"

STIPULATION UNDER TITLE VI, CIVIL RIGHTS ACT OF 1964 (78 STAT. 241)

Attached to and made a part of Decision dated SEP 13 1976, granting a right-of-way, or advance permission to use and occupy certain property of the United States.

(1) The grantee (permittee) covenants and agrees that it will comply with all provisions of Title VI of the Civil Rights Act of 1964, and that for the period during which the property conveyed or made available by the attached instrument is used for the purpose(s) designated therein, or for another purpose involving the provision of similar services or benefits, it will not engage in any discriminatory actions prohibited by 43 CFR 17.3, to the end that no person in the United States shall, on grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under the program for which the grantee (permittee) received Federal financial assistance by said grant or permit. This assurance shall obligate the grantee (permittee), or in the case of transfer of the property granted or made available therein, any transferee, for the period of said grant or permit.

(2) The grantee (permittee) further agrees that it will not transfer any rights or interests in the property conveyed or made available by the attached instrument for the purpose(s) designated therein, or for another purpose involving the provision of similar services or benefits, unless and until the transferee gives similar written assurance to the authorized officer of the Bureau of Land Management that it will comply with the provisions of paragraph (1) hereof.

(3) The grantee (permittee) agrees that the right is reserved to the Department of the Interior to declare the terms of said grant or permit terminated in whole or in part and to revest in the United States title to the property conveyed or made available therein, in the event of a breach of the nondiscrimination provisions contained in paragraph (1) hereof at any time during the term of said right-of-way or permit.

(4) The grantee (permittee) agrees that as long as the property conveyed or made available by the attached Decision is used for the purpose(s) designated therein, or for another purpose involving the same or similar services or benefits, the obligation to comply with the provisions of Title VI of the Civil Rights Act of 1964, shall constitute a covenant running with the land for the term of said grant or permit.

(5) The grantee (permittee) agrees that in the event of violation or failure to comply with the requirements imposed by paragraph (1), the United States may seek judicial enforcement of such requirements.

(6) The assurances and covenant required by secs. 1-5 above shall not apply to ultimate beneficiaries under the program for which said grant is made or permit issued. "Ultimate beneficiaries" are identified in 43 CFR 17.12(h).

(7) Grantee (permittee) agrees that it will, upon request of the Secretary of the Interior or his delegate, post and maintain on the property conveyed or made available by the attached Decision signs and posters bearing a legend concerning the applicability of Title VI of the Civil Rights Act of 1964 to the area or facility granted.

OSO 2800-14
Nov. 1971

2820 (943.1)
Serial No. OR 14449
Date of Grant: SEP 13 1976

EXHIBIT " C "

PESTICIDES CONTROL STIPULATIONS

The permittee agrees that in all his operations under this permit he shall comply with the applicable State and Federal laws and regulations concerning the use of poisonous substances, including insecticides, herbicides, fungicides, rodenticides, and other similar substances. Prior to the use of such substances on or near the right-of-way, the permittee shall obtain from the Authorized Officer approval of a written plan for such use. The plan shall state the type and quantity of material to be used, the pest to be controlled, the method of application and such other information as the Authorized Officer may require. All use of such substances on or near the right-of-way shall be in accordance with the approved plan. If the use of a poison is prohibited by the Secretary of the Interior, it shall not be used. If use of a poison is limited by the Secretary of the Interior, it shall be used only in accordance with that limitation.

8385

15

May 10, 1977

U. S. Fidelity & Guaranty Co.
520 S.W. 6th Avenue
Portland, OR 97204

Gentlemen:

On May 5, 1977, we wrote to you concerning release of final payment on Contract No. 8385 awarded to Kimball Construction, Inc. for work on the Reuben Creek-Rock Creek Section of FAS 17-100 in Josephine County.

Final payment on this contract is $500 and the total contract amount is $129,960.64. No work was performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Kimball Construction, Inc.
P. O. Box 94
Medford, OR 97501

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

8385

15

January 3, 1977

Kimball Construction, Inc.
P. O. Box 94
Medford, OR 97501

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 8385 for work on the Reuben Creek-Rock Creek Section of Lower Grave Creek Road (FAS 17-100) in Josephine County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 15 days is granted to delete all liquidated damages.

This is based on a delay in award of the contract and an increase in general excavation quantitites.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

JAB:fr ja

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5 #8385

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
December 28, 1976

FROM: John A. Bond
Construction Administration Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Reuben Creek-Rock Creek
Contract No. 8385
Request for Time Extension

Kimball Construction, Inc. requests a 10-day time extension on this ER project located on a Josephine County Road. The request is based on a delay in award of the contract and increases in general excavation and slope protection quantities. Some pertinent dates on the project are:

Bids opened	June 24, 1976
Contract sent	September 14 (elapsed time 81 days)
Day count start	September 25 (75 calendar days allowed)
Project completed	December 23 (15 days liquidated damages accrued at $100 per day)

The delay in award and submission of the contract was related to BLM permits for right of way. There were several complications in getting all the clearances required. This delay exceeds that permitted by our specifications by 61 days which can be considered for time extension. The contractor has made a good effort and it is fortunate that this, along with good weather late in the season, has permitted completion of the project this year. Design and quantity changes to fit conditions and availability of materials also justify a net increase of at least 3 days.

We concur in the field recommendations for the extension and further that it be increased to 15 days to delete all liquidated damages. This is a federal-aid ER project, but such extension can be granted participating under delegated authority. A rough draft letter to the contractor is attached.

JAB:fr

Att.

cc: Robert Church

RECEIVED
STATE HWY ENGR
DEC 29 '76
REFER TO
FOR

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8385 Contractor Kimball Construction, Inc.

Highway FAS 17-100 (Lower Grave Creek Road)

Section Reuben Creek - Rock Creek

Kind of Work Grading & Base

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

An increase in the general excavation quantities over the amounts called for on the contract.

The State delayed the awarding of the contract for about 3 months while the required permits were being sought. This caused problems and delays in the mobilization of his equipment when the contract was finally awarded.

Construction Section recommends 15-day time extension of contract time to delete all liquidated damages. This is based on delay in award of the contract and increase in general excavation quantities.

Recommended for Approval:

J. X. Wilson
Regional Engineer

John A. Bowe for
Construction Engineer ~~or Bridge Engineer~~

Deputy State Highway Engineer

Contract No.	8385
Project designation (State-Federal)	ER322(1)
Date awarded	September 14, 1976
Work started	October 7, 1976
Per cent completed	88% 12/8/76 (Date)
No. of Workdays Allowed	75
No. of Workdays Used	75
No. of Added Workdays Requested	10

SP*67866-734

E-320 (Rev. 3-73)

RECEIVED
DEC 08 1976
OFFICE OF RESIDENT ENGINEER
R. V. BUSEY
RE ASST ☐ OE ☐ FILE ☐ INSP ☐

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 11-29, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 75 days to 85 days, within which to complete our Contract No. 8385, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delays by Oregon State Highway Commission in awarding the contract and an increase in general excavation and slope protection.

Respectfully submitted,

Kimball Construction, Inc.
Contractor

By
Gale G. Kimball

CONSENT OF SURETY

Date December 6, 1976

We, UNITED STATES FIDELITY & GUARANTY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Patricia Cellers
Attorney-in-fact
Patricia Cellers

(SEAL)

TROMP & McKINLEY INSURANCE
BY: Patricia Cellers
Resident Agent

8385

1

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: REUBEN CREEK-ROCK CREEK		WEEK ENDING: JANUARY 1, 1977
		SECTION PREFIX: 517-1084
HIGHWAY: FAS 17-.00 (Lower Grave Creek Road)		COUNTY: JOSEPHINE
NAME OF JOB: REUBEN CREEK - ROCK CREEK	KIND OF WORK: GRADING & BASE	
CONTRACTOR: KIMBALL CONSTRUCTION, INC.	CONTRACT NUMBER: 8385	FEDERAL AID PROJECT NUMBER: ER322(1)
DATE OF CONTRACT: SEPTEMBER 14, 1976	DATE WORK STARTED: OCTOBER 7, 1976	ESTIMATED COMPLETION DATE: December 23, 1976
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 75	CALENDAR DAYS USED 90
PROJECT AUTHORIZATION: $ 152,322.68	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 120
EXCLUSIVE OF ENGINEERING: $ 140,244.23	ENGINEERING AUTHORIZATION: $ 12,078.45	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 140,244.23	ENGINEERING COST TO DATE: $ 14,200	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 99
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION: 118 %	DATE PROJECT WAS COMPLETED: December 23, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.80	0.80			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.80	0.80			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	18,780 cy	5,300 cy			
TOTAL QUANTITIES CORRECTED TO DATE	22,000 cy	3,487 cy			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	22,000 cy	3,487 cy			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Blade, 1 Roller

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		
MONDAY	Partly cloudy	0		
TUESDAY	Cloudy	0		
WEDNESDAY	Partly cloudy	0		
THURSDAY	Clearing	0		
FRIDAY	Overcast	0		
SATURDAY	Rain & Snow	0		

Routing
RECEIVED
JAN 6 1977
CONSTRUCTION
SECTION
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 27	No activity. Notified Kimball of Wednesdays inspection and advised they blade the rock surfacing and shoulders some before inspection.
TUESDAY 28	One man with blade and roller dressing up the aggregate surface in preperation for tomorrows inspection.
WEDNESDAY 29	Inspection held today. One man with blade and roller spent the remainder of the day blading the rock surfacing ~~today~~ and shoulders.
THURSDAY 30	One man with bladd and roller completed the finishing of the rock surfacing and shoulder area.
FRIDAY 31	
SATURDAY 1	

REMARKS

Final inspection was held on Wednesday of this week. Those attending were J. X. Wilson, Region Const'n Eng, Wally Owen, County Eng. Gale Kimball, contractor, Charlie Tucker, O.S.H.D. inspector, and myself.
The job was generally acceptable with the exception of the finish on the surfacing and shoulder area. Mr. Kimball agreed to spend a couple of days with a blade and roller correcting the situation. This he completed on Thursday.
I called the Fish and Wildlife and notified them of the job completion and they will look at the bank areas and let me know if there are any problems. I ahave not heard from them at this time.
This is the final weekly report for this project.

SIGNED Ronald V. Busey LOCATION Grants Pass
Ronald V. Busey

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

8385

STATE COPY

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	orm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 0-11-3		State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Josephine
MODIFICATION NUMBER 2	10 26 - 76	Project Number ER-322(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on November 11, 1975,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 102,874.03	$ 269,920.03
Federal funds	$ 102,874.03	$ 269,920.03
Other revisions		

This modification is made for the following reasons:

To include contract for permanent repair

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 26th day of October, 1976.

Oregon State Highway Division
(Official name of Highway Agency)

By ES Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-913

F-file

Oregon State Highway Division
Salem, Oregon, October 18, 1976

Federal-Aid Project
No. ER-322(1)

Josephine County FAS Routes
FAS 17-100; FAS 17-102; FAS 17-106

Project Agreement Estimate for Ruben Cr.-Rock Cr. Section

Type Code P.E.

Preliminary Engineering	All Required	$ 23,500.00

Type Code 2010
FAS 17-100, Lower Graves Creek Rd. (M.P. 0.4 to M.P. 12.0 Intermittent Sections)

Temporary Repair

Labor	All Required	$ 7,371.70
Equipment	All Required	6,127.79
Material	All Required	7,543.59
		$ 21,043.08

Permanent Repair (Contract)

Type Code 2010
Ruben Creek-Rock Creek (Intermittent work - Sta. 0+75 to Sta. 86+08.69)

Temporary Protection and Direction of Traffic	All Required		$ 8,000.00
Temporary Signs	210 sq.ft.	4.00	840.00
Flagmen	625 hour	15.00	9,375.00
Clearing and Grubbing	All Required		3,000.00
Removal of Structures and Obstructions	All Required		500.00
General Excavation	18,780 cu.yd.	3.50	65,730.00
Extra for Slope Protection Material	12,780 cu.yd.	0.50	6,390.00
Trench Excavation	90 cu.yd.	12.00	1,080.00
Finishing Roadbed and Slopes	All Required		2,000.00
Obliteration of Roadway	500 sq.yd.	0.40	200.00
Watering	205 M-gal.	6.00	1,230.00
Hauling and Placing Aggregate Base	4,080 cu.yd.	3.50	14,280.00
Hauling and Placing 3/4"-0 Aggregate Base	1,220 cu.yd.	3.50	4,270.00
12-inch Culvert Pipe	4 lin.ft.	15.00	60.00
18-inch Culvert Pipe	200 lin.ft.	10.00	2,000.00
			$118,955.00

Anticipated Items

Temporary Erosion Control	All Required		$ 2,000.00
Publicly owned Furnished Rock	5,300 cu.yd.	2.50	13,250.00
			$ 15,250.00
	Subtotal		$134,205.00
	Engineering		26,841.00
	Total		$161,046.00

Type Code 6201
FAS 17-102, Merlin-Galice Road (M.P. 12.75)

Temporary Repair

Labor	All Required	$ 756.59
Equipment	All Required	366.81
Material	All Required	4,353.99
	Total	$ 5,477.39

Permanent Repair (County Force)
County Force Order #2

Labor	All Required	$ 2,531.16
Equipment	All Required	1,607.72
Material	All Required	8,518.41
	Total	$ 12,657.29

Type Code 6201
FAS 17-106, South Side Road (M.P. 3.2 and M.P. 3.3)

Temporary Repair

Labor	All Required	$ 1,421.49
Equipment	All Required	258.33
Material	All Required	5,606.95
	Total	$ 7,286.77

Permanent Repair (County Force)
County Force Order #1

Labor	All Required	$ 13,866.51

Equipment	All Required	12,515.78
Material	All Required	6,679.53
Negotiated Contract	All Required	5,847.68
	Total	$ 38,909.50

SUMMARY OF FUNDS (100%)

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 23,500.00	$ 23,500.00
FAS 17-100		
Temporary	21,043.08	21,043.08
Permanent (Rubin Cr. Contract)	$161,046.00	$161,046.00
FAS 17-102		
Temporary	5,477.39	5,477.39
Permanent (Co. Force #2)	12,657.29	12,657.29
FAS 17-106		
Temporary	7,286.77	7,286.77
Permanent (Co. Force #1)	38,909.50	38,909.50
Total	$269,920.03	$269,920.03

Group 1	100%
Contract No.	8385
Prefix No.	517-1084

Prefix No. Co. Transfer 17-9501-01

Prefix No. P.E. 517-1499; 517-1499-06

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 0-0-13	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Josephine
MODIFICATION NUMBER 1	6-30-76	Project Number ER-322(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 11, 1975, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 97,736.02	$ 102,874.03
Federal funds	$ 97,736.02	$ 102,874.03
Other revisions		

This modification is made for the following reasons:

To include authorized permanent repair costs on County Force Order No. 1.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of June, 1976.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ______________________

____
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

GPO 898-313

Oregon State Highway Division
Salem, Oregon, June 29, 1976

Federal-Aid Project
No. ER-322(1)

Josephine County FAS Routes
FAS 17-100; FAS 17-102; FAS 17-106

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required	$17,500.00

Type Code 2010
FAS 17-100, Lower Graves Creek Rd. (M.P. 0.4 to M.P. 12.0 Intermittent Sections)

Temporary Repair

Labor	All Required	$ 7,371.70
Equipment	All Required	6,127.79
Material	All Required	7,543.08
	Total	$21,043.08

Permanent Repair (Contract)
(See Retained in P.S. & E. Below)
Ruben Creek-Rock Creek

Type Code 6201
FAS 17-102, Merlin-Galice Road (M.P. 12.75)

Temporary Repair

Labor	All Required	$ 756.59
Equipment	All Required	366.81
Material	All Required	4,353.99
	Total	$ 5,477.39

Permanent Repair (County Force)
County Force Order No. 2

Labor	All Required	$ 2,531.16
Equipment	All Required	1,607.72
Material	All Required	8,518.41
	Total	$12,657.29

Type Code 6201
FAS 17-106, South Side Road (M.P. 3.2 and M.P. 3.3)

Temporary Repair

Labor	All Required	$ 1,421.49
Equipment	All Required	258.33
Material	All Required	5,606.95
	Total	$ 7,286.77

Permanent Repair (County Force)
County Force Order No. 1

Labor	All Required	$13,866.51
Equipment	All Required	12,515.78
Material	All Required	6,679.53
Negotiated Contract	All Required	5,847.68
	Total	$38,909.50

Retained in P.S. & E. Status
Contract work on FAS 17-100,
Lower Groves Creek Road

Ruber Creek-Rock Creek	All Required	$200,937.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 17,500.00	$ 17,500.00
FAS 17-100		
Temporary	21,043.08	21,043.08
FAS 17-102		
Temporary	5,477.39	5,477.39
Permanent (Co. Force #2)	12,657.29	12,657.29
FAS 17-106		
Temporary	7,286.77	7,286.77
Permanent (Co. Force #1)	38,909.50	38,909.50
Subtotal	$102,874.03	$102,874.03
Retained in P.S. & E. Status	200,937.00	200,937.00
Total	$303,811.03	$303,811.03

Group 1 100%

Contract No.

Prefix No.

Prefix No. Co. Transfer 17-9501-01

Prefix No. P.E. 517-1499; 517-1499-06; 517-1904

Form Approved; O.M.B. No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 6-11-75	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY Josephine PROJECT NO. ER-322(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Josephine Co. FAS Routes

PROJECT CLASSIFICATION OR PHASE OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)			
PRELIMINARY ENGINEERING		1-14-74	
RIGHTS-OF-WAY			
CONSTRUCTION	Permanent Temporary	8-21-74 1-14-74	3.88
OTHER *(Specify)*			

FUNDS Pro rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 97,736.02	$ 97,736.02

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Highway Engineer
(Title)

By ____________________

____
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By R. O Wright
(Division Engineer)
for G. L. Green

Date executed by Division Engineer ____________________

Form PR-2 (Rev. 4-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Engineer concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply, and maintain sound traffic operations and control.

Oregon State Highway Divsion
Salem, Oregon, October 29, 1975

Federal Aid Project
No. ER-322(1)

JOSEPHINE COUNTY FAS ROUTES
FAS 17-100; FAS 17-102; FAS 17-106

Project Agreement Estimate.

Type Code P. E.

Preliminary Engineering	All Required	$17,500.00

Type Code 2010
FAS 17-100, Lower Graves Creek Rd. (M.P. 0.4 to M.P. 12.0 Intermittent Sections)

Temporary Repair

Labor	All Required	$ 7,371.70
Equipment	All Required	6,127.79
Material	All Required	7,543.08
	Total	$21,043.08

Permanent Repair (Contract)
(See Retained in P.S.& E. Below)
Ruben Creek-Rock Creek

Type Code 6201
FAS 17-102, Merlin-Galice Road (M.P. 12.75)

Temporary Repair

Labor	All Required	$ 756.59
Equipment	All Required	366.81
Material	All Required	4,353.99
	Total	$ 5,477.39

Permanent Repair (County Force)
County Force Order #2

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Equipment	All Required	1,607.72
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	Total	$12,657.29

Type Code 6201
FAS 17-106, South Side Road (M.P. 3.2 and M.P. 3.3)

Temporary Repair

Labor	All Required	$ 1,421.49
Equipment	All Required	258.33
Material	All Required	5,606.95
	Total	$ 7,286.77

Permanent Repair (County Force)

County Force Order #1

Labor	All Required	$11,228.50
Equipment	All Required	10,115.78
Material	All Required	6,679.53
Negotiated Contract	All Required	5,847.68
	Total	$33,771.49

Retained in P.S.& E. Status

Contract work on FAS 17-100, Lower Groves Creek Road Ruben Creek-Rock Creek	All Required	$234,000.00

Summary of Funds

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 17,500.00	$ 17,500.00
FAS 17-100		
Temporary	21,043.08	21,043.08
FAS 17-102		
Temporary	5,477.39	5,477.39
Permanent (Co. Force #2)	12,657.29	12,657.29
FAS 17-106		
Temporary	7,286.77	7,286.77
Permanent (Co. Force #1)	33,771.49	33,771.49
Subtotal	$ 97,736.02	$ 97,736.02
Retained in P.S.& E. Status	234,000.00	$234,000.00
Total	$331,736.02	$331,736.02

Group 1 -- 100%

Contract No.

Prefix No.

Prefix No. Co. Transfer 17-9501-01

Prefix No. P.E. 517-1499; 517-1499-06

517-1904

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY BUILDING, SALEM, OREGON 97310

Fran

September 1, 1976

Kimball Construction, Inc.
1180 Crater Lake Avenue
P. O. Box 94
Medford, OR 97501

Gentlemen:

SUBJECT: Reuben Cr.-Rock Cr. Section
FAS 17-100
Lower Graves Creek Road
Josephine County

Bids Rec-
6/24/76

The Federal Power Commission approved the above project on August 30. However, the Bureau of Land Management will not grant us a permit of entry on their property until the official papers are received from the Washington office. This may take another week to ten days. If this delay is acceptable to your schedule please let us know. We will send notification of award to you at the earliest time possible.

Very truly yours,

L. W. Rulien
Program Management Engineer

CRN:ljt

cc: C. W. Head

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

July 26, 1976

Kimball Construction, Inc.
1180 Crater Lake Avenue
P. O. Box 94
Medford, OR 97501

#8385
June 29, 1976 [illegible]

Gentlemen:

SUBJECT: Reuben Creek-Rock Creek Section
FAS 17-100
Lower Graves Creek Road
Josephine County

The right-of-way on the subject project will not be cleared for approximately 45 days.

As per the telephone conversation today please sign the original copy of this letter and return to us.

Very truly yours,

L. W. Rulien
Program Management Engineer

WE WILL ACCEPT AWARD OF THIS PROJECT AT OUR UNIT BID PRICES SUBMITTED JUNE 24, 1976 IF CONTRACT IS AWARDED BY SEPTEMBER 1, 1976.

KIMBALL CONSTRUCTION, INC.

RECEIVED
STATE HWY ENGR
JUL 29 '76
REFER TO
Rulien
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

CRN:ljt

cy Head ✓
Collis

2215

1-5

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE July 22, 1976

TO MEMO TO FILE

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT File 48540'
Reuben Creek-Rock Creek Section
Lower Graves Creek Co. Road
Josephine County

Mr. Boyd contacted Mr. Fischler of the Federal Power Commission on July 22, 1976 and discussed this file.

He found that the Federal Power Commission had not received the application until July 6 and they expect that it will be at least 30 days before they can present it to the Commission for approval.

1 Versteeg ✓
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
JUL 22 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

JRO:ha
cc: L. W. Rulien
Hal Versteeg
Alfred Shirley
Bureau of Land Management
Virgil Wilson

REFERRED TO

Beard	Reed
Cole	Sample
✓ Eriksen	Watson
Hager	Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

June 14, 1976

Josephine County Board of Commissioners
Courthouse
Grants Pass, OR 97526

Attn: Maxine Foster
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5674

Gentlemen:

Attached for your files is a fully executed copy of an agreement concerning the Ruebin Creek-Rock Creek Section on the Lower Grave Creek Road, FAS 17-100.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

sh
Att.

bc: Don Harwell (agreement att.)

#8385

FAS 17-100

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 26, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project ER-322(1)
Reuben Creek-Rock Creek Section
FAS 17-100 (Lower Grave Creek Road)

FROM : G. L. Green, Division Administrator

Versteeg

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

I approve of using County-owned crushed gravel as proposed in Mr. Christensen's May 19 memorandum.

G. K. Hossner
for G. L. Green

1 Versteeg ✓
Olson
2 Christensen
Scott
3 Swenson
Savage
Trout

RECEIVED
JUN 0 1 1976
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

RECEIVED
JUN 1 1976
DOT Operations

#8385

FAS 17-100

ENVIRONMENTAL REVIEW

All Clear
5-26-76
Donald L Rout

Section Reuben Cr - Rock Cr
Highway FAS 17-100
County Josephine
Type of Work GP
Date ER

ENVIRONMENTAL IMPACT STATEMENT: State wide assessment - no apparent problems.

NEGATIVE DECLARATION: N/A

FISH COMMISSION: Thru DSL

WILDLIFE COMMISSION: Thru DSL

DIVISION OF STATE LANDS: Yes - Special requirements are in the job specifications

DEPT. OF GEOLOGY AND MINERAL INDUSTRIES: No - material to come from a County Stockpile.

OTHER: Archaeological Study: No
Corps of Engineers: Not if work done prior to 7-1-77

[illegible]

May 19, 1976

Mr. Glen L. Green
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Reuben Creek-Rock Creek Section
FAS 17-100 (Lower Grave Creek Road)
Josephine County

It is proposed to use crushed gravels from the Josephine County, Coyote Creeksstockpile site as a mandatory source for surfacing aggregates on the project. The stockpile site is located about three miles east of the town of Wolf Creek and seventeen miles from the project.

We propose to handle this in the following manner:

The State will reimburse the County for the quantity of material used at $2.50 per cubuc yard. The material was produced by the County and the $2.50 cost is reflected in their cost records. The County will furnish us with a statement to this effect for our project files.

The County material is the mearest known source to the project. A commercial source in Grants Pass would be about a four-mile longer haul, one-way.

The County material has been tested by our Materials Laboratory a and found to be of good quality.

We believe the best interests of the public will be served in making the use of this source mandatory and solicit your approval.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

1 Versteeg
Olson
Christensen
Scott
Copy Swenson
Savage
Copy Trout

RECEIVED
MAY 20 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

DOC:az

8385

Contract #8385

13

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
SALEM, OREGON
May 18, 1976

FILE: PRO 4-3

FROM: L. W. Rul
Project Management Engineer

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

SUBJECT: PROJECT ASSESSMENT
Reuben Creek-Rock Creek Section
Lower Grave Creek Co. Road
Josephine County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of NON-MAJOR action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
J. H. Versteeg (4)
F. E. Terpin
G. A. Potter (2)
George Bell
R. E. Royer
Surfacing Design - Lab Bldg.
County/City Unit
D. E. Swan
~~B.~~ L. Gifford
Region 3 : A. Shirley, Jr.
District 8 : G. T. Thornton
Region Geologist: Elliott Parker

APPROVED
ESH
DEPUTY STATE HIGHWAY ENGINEER
Date 5-19-76

RECEIVED
MAY 19 1976

Page 8

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 13, 1976

In reply refer to: 1041B.3

SUBJECT: Oregon Project ER-322(1)
Reuben Creek-Rock Creek Section
Lower Grave Creek County Road
Josephine County
Project Assessment

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer

The subject project assessment submitted with Mr. Rulien's April 20 memorandum has been reviewed. We concur with your finding that the proposed project constitutes a nonmajor action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William A. Kappus
for G. L. Green

cc:
OSHD (Potter)
OSHD (Laux)
OSHD (Region 3, Engelmann)

PROJECT MANAGEMENT

MAY 17 '76

REFER TO

FOR

Info	Investigate	R D	Action	File		

RECEIVED
STATE HWY ENGR

MAY 17 '76

REFER TO
Rulien

FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

cy Schroeder
5-17-76

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT
(Or Request)

CATEGORY 3 PROJECT
non-major

ER-322(1)

PART 1. GENERAL INFORMATION

A. Project Identification:

Date April 16, 1976

Section Reuben Creek-Rock Creek
Unit (if appl) 5 units of work
County Josephine County
City northwest of Grants Pass
Highway Lower Grave Creek County Road
State Hwy. No. FAS 17-100
Termini: M.P.(if appl) Sta. 0+75 - Sta. 85+96
Length 5 units over 86 stations
Region III
Construction Estimate $233,400 Program Amount

B. Purpose of Project: To provide permanent repairs to five units of roadway edge washout and related flood damage stemming from the January, 1974 high water.

C. Origin & History of Project:

D. General Description of Project: The project is proposed principally to fill in and armor pockets of roadway washout from past flooding. The minimum roadtop width being sought is 20 feet.

Alignment: New ____ Existing mostly existing Combined ____

Typical Section: Existing: No. Lanes 1-2 var.; Med. --; Shldrs. --; Parking --
Proposed: No. Lanes 2; Med. --; Shldrs. --; Parking --

Traffic: Existing Facility: Existing ADT 50-120; Projected ADT ____; Yr. 1974
Existing Level of Service ____

Proposed Facility: Projected ADT ____; Yr. ____
Projected Level of Service ____

Right of Way: Additional anticipated Yes ; if yes, give approx. No. Parcels 4 *
Yes, No

Acres 4.99 * ; Type of Relocation Req. None ; No.

Materials Source, Borrow, Waste Disposal Requirements, if any: Surfacing materials will be taken from county stockpiled aggregates at Coyote Creek, near Wolf Creek. A roadbed cut from Station 32+00 - Station 35+50, left, will provide most of the embankment material.

Type of Structure(s): None on any work unit.

Brief Description of River or Stream and Type of Involvement, if any: Lower Grave Creek parallels the project section and is the source of the project. Roadway restoration is proposed, and some stream bank & bed encroachment will be involved. Such encroachment has been reduced to the least amount practicable -- given the minimal goals of the project.

Local City, County or COG priorities of project: Josephine County has expressed concern for getting the project underway. This concern has been both oral and written. (See attachment)

FHWA and/or OSHD approvals given, if any: An Authority for Survey was prepared September 23, 1974, and the prefix 517-1499-05 was assigned. The project was programmed under ER funding, and it appears on the current schedule of proposed contract lettings (June 24, 1976).

Location or Design Alternatives (identify and describe): Much field study and extensive interagency coordination has gone into the development of the current proposal. Given the interaction, compromise and agreements reached, it is doubtful that much latitude remains to discuss alternatives. The existing proposal should not be substantially modified.

Other Descriptive Information or Comments: * Josephine County has previously acquired 3 parcels of right-of-way from private ownership. These parcels totaled 3.34 acres and did not involve any displacement of improvements. Another 4 parcels, all in BLM ownership and currently totaling 4.99 acres, remain to be acquired. Prior withdrawals on these properties further complicate right-of-way acquisition.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

Topography: steep, narrow, winding, rocky ... with an occasional terrace or bench (see attached inch-mile topo sheet). Elevations vary from 620 feet, mouth of Grave Creek, to 5,265 feet, King Mountain, in the drainage.

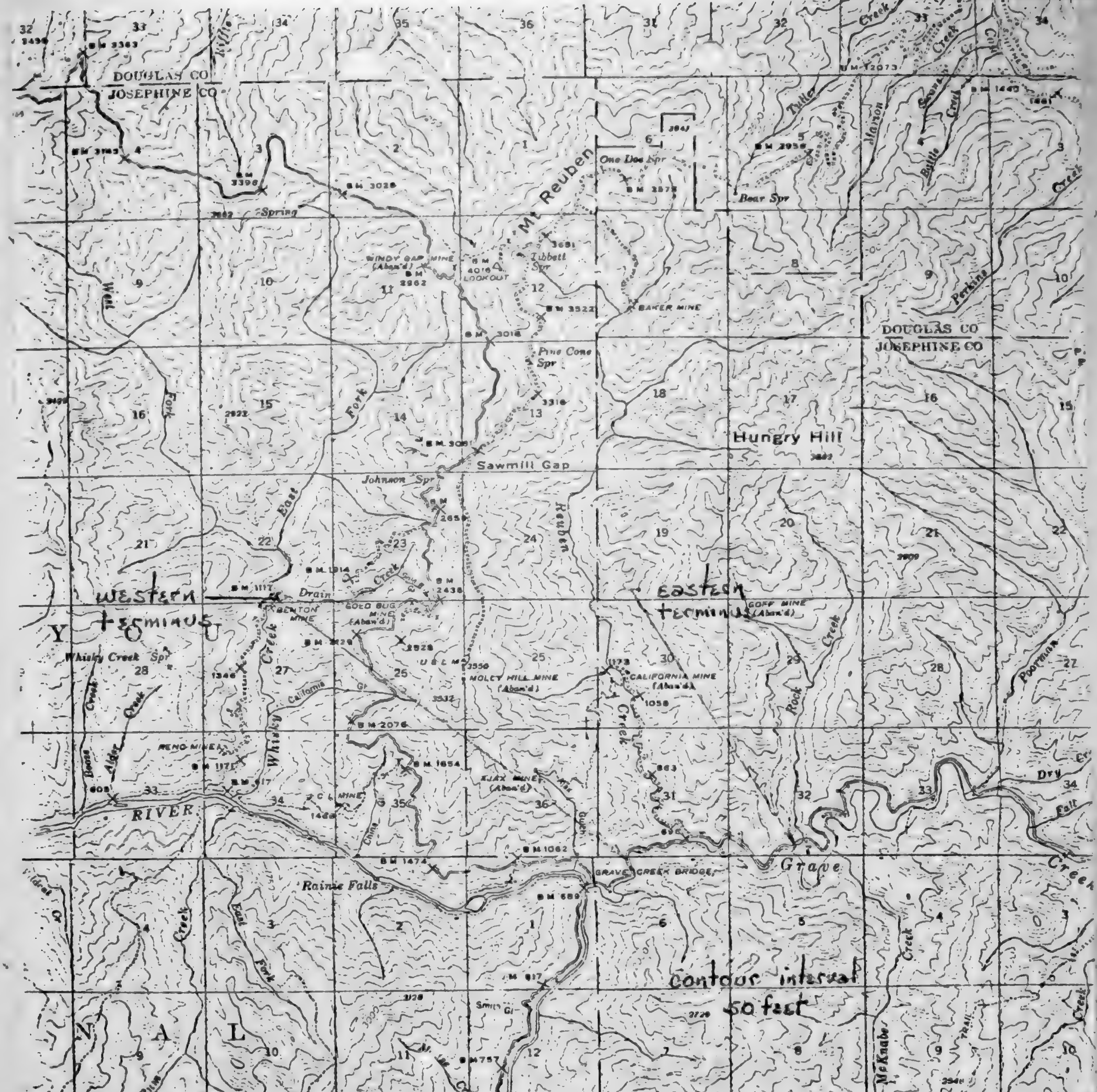
Flora: Mixed Conifer and Mixed Evergreen Zone to west, shading into Interior Rogue Valley Zone to east (Franklin & Dyrness). Tree species include: Douglas fir, incense cedar, pine spp., big leaf maple, Oregon ash, willows spp., red alder, madrone, tanoak, canyon live oak, white oak and fruit trees (remnants of earlier settlement). Brush species include: gooseberry, manzanita, wild rose, snowberry, blackberry, poison oak, deer-brush, ceanothus and oceanspray. Numerically, canyon live oak seems dominant with Douglas fir showing well in pockets. Given the setting of the project, riparian species are also common in bands along the stream. Stands are very mixed with respect to both age and species composition.

Soils & Geology: Soils data are sketchy at best; no detailed survey is available. Generally, flats, pockets and more gentle slopes in the otherwise rocky surroundings have alluvial sands and gravels and decomposed bits and fragments of slate, schist and mudstone. Well wooded areas, particularly to the south (on northward facing banks) appear to have a reasonable duff layer. Geology is dominated by the Galice formation, consisting of dark-gray to black fine-grained thinly layered mudstones (commonly with slaty cleavage and fractures), shales and some hard resistant green schist zones. Sections of Quaternary sands and gravels are also sometimes found above stream margins.

(Continued on Page 3A)

2. Cultural: Again, land use on the project section is in rural timber holdings. While abutting streamside properties are used for recreation and some mining, there is no permanent settlement on the project section. No utilities are involved on this project.

The only cultural impacts foreseeable are potential aesthetic impacts upon slopes, vegetation, and Grave Creek.


DOUGLAS CO
JOSEPHINE CO
Spring
Mt Reuben
One Doe Spr
Bear Spr
Tibbett Spr
WINDY GAP MINE (Aban'd)
LOOKOUT
BAKER MINE
Pine Cone Spr
DOUGLAS CO
JOSEPHINE CO
Hungry Hill
Sawmill Gap
Johnson Spr
Reuben
East Fork
Drain Creek
western terminus
eastern terminus
GOFF MINE (Aban'd)
BENTON MINE
GOLD BUG MINE (Aban'd)
MOLEY HILL MINE (Aban'd)
CALIFORNIA MINE (Aban'd)
Whisky Creek Spr
Whisky Creek
California Gl
Rock Creek
Poorman
RENO MINE
AJAX MINE (Aban'd)
RIVER
Rainie Falls
GRAVE CREEK BRIDGE
Grave Creek
Dry
Salt
East Fork
Rum Creek
Y O U N A L
contour interval 50 feet
Smith Gl
McKnabe Creek
SEVEN-THIRTY MINE (Aban'd)
Argo Cr
South Fk
Bailey Creek
Centennial Gulch
GOLDEN WEDGE MINE (Aban'd)
Ash Gulch
Mt Peavine
PEAVINE LOOKOUT
Spring
Rocky
Yew Wood Cr
Rand
(Ranger Sta)
Tucker Creek
Marion
Perkins Creek
Battle Creek
Wolf
Alder Creek
Bone Creek

1. Natural: (Continued)

Water Features: The project is situated on the north bank of lower Grave Creek, starting 0.35 mile east of its confluence with the Rogue River some 68 miles from the ocean. Grave Creek drains a basin of 164 square miles and is considered "flashy in nature" by the State Water Resources Board. That is a stream which has rapid runoff after rainfall. This quick and heavy runoff pattern, coupled with pronounced winter seasonality of precipitation and a steep upper gradient, leads to rather frequent and sometimes violent flooding. The gradient, ranging from 159 feet/mile in the headwaters to 38 feet/mile below river mile 20, also helps to give flood waters velocity and erosive competence.

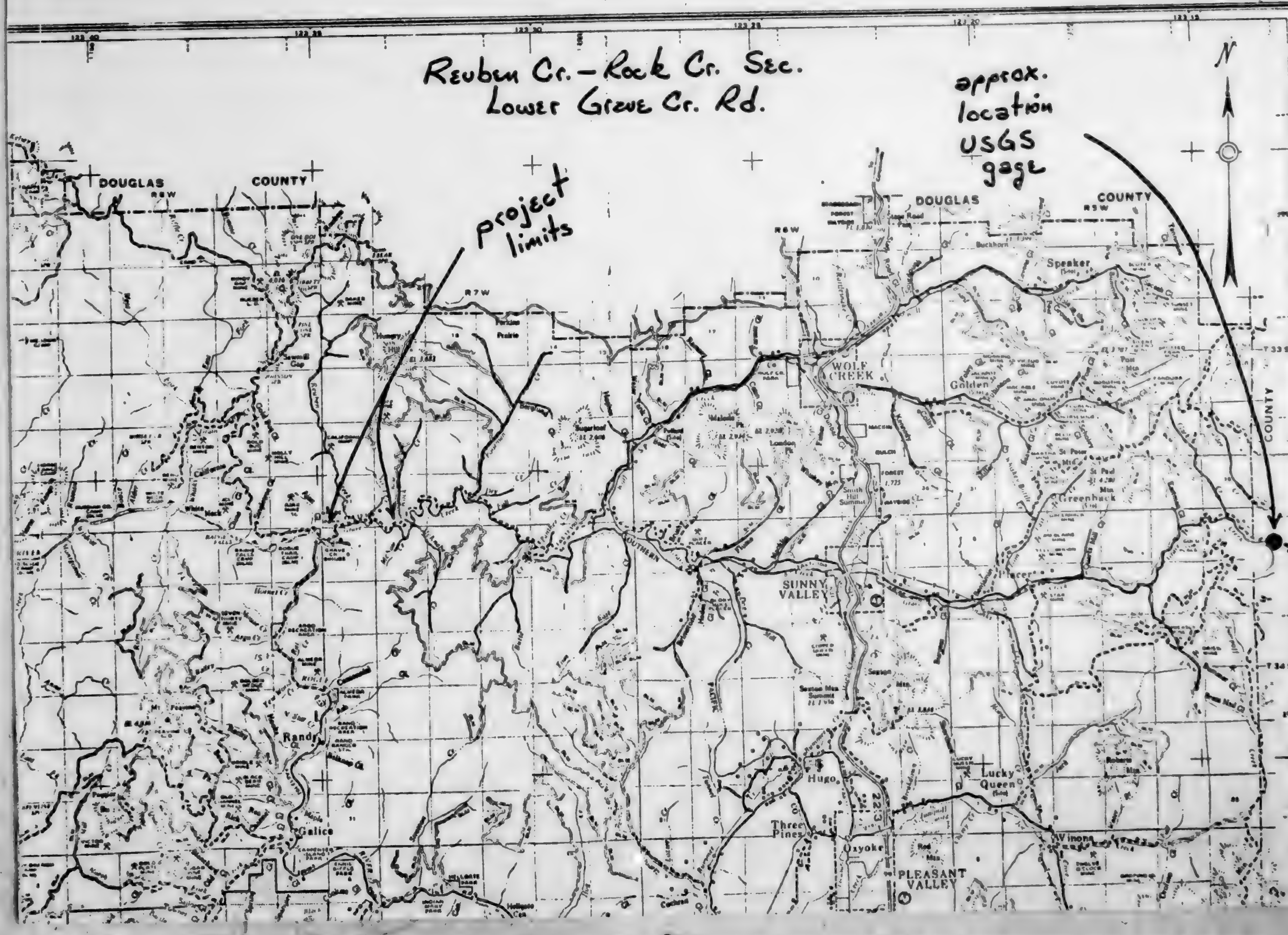
Selected discharge data from the only gage on Grave Creek, located in the upper drainage (river mile 20.1; SE corner, Section 6, T34S, R4W; see attached map), is as follows:

Period	Maximum *	Minimum *
1940-1961	4,610 (1955)	0.3
1961-1974	6,240 (1964)	0.12

* All figures in cubic feet/second.

(Source: Josephine County Watermaster, oral communication)

Fish Resources: Grave Creek has established runs of fall chinook salmon and winter steelhead trout. It also could have some coho salmon and it probably has resident rainbow trout.


Reuben Cr. - Rock Cr. Sec.
Lower Grave Cr. Rd.
approx. location USGS gage
project limits
N
DOUGLAS
COUNTY
R8W
R7W
R6W
DOUGLAS
COUNTY
R5W
T33S
T34S
COUNTY
Speaker
Buckhorn
Golden
Greenback
WOLF CREEK
Smith Hill Summit
SUNNY VALLEY
Hugo
Three Pines
Oxyoke
PLEASANT VALLEY
Lucky Queen
Winona
Rand
Galice
Reuben

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition: Reduction of rural timber holdings, but this is not felt to be particularly significant. Prior withdrawals by USGS & Power interests are also involved in part of the BLM property to be acquired.

2. Estimated Impact on Traffic Patterns: Project implementation will permit continuous two-lane traffic versus existing portions of one-lane traffic with turnouts on the project section.

   Consequences--Air Quality, Noise, Safety, etc.: Improvement may encourage incidental increased use of this route for Rogue River access.

3. Estimated Impact on Land Use: There will be an obvious committment of 8-1/3 acres to roadway and related uses from present use as forest land.

   Consequences: In this setting, such change could go essentially unnoticed depending upon how thoroughly impacts are avoided in working upon the roadway and stream margins.

4. Expected Impact on Natural Ecological Resources: Present plans call for restoring or creating a 20-foot surface width on the existing narrow and/or damaged roadway. This will necessitate some stream encroachment--though virtually all above summer low water. Select cut slopes will also be further excavated.

   Consequences: Portions of the section could suffer some reduction in aesthetics as well as a slight reduction in lower vegetation and some temporary erosion and turbidity. Other segments of the job should improve noticeably as slopes are shaped and stabilized. With proper safeguards and care, long-term impacts should be beneficial.

5. Expected Impact on Cultural and Scenic Resources: Scenic resources will be somewhat degraded along reworked cuts, but they will likewise be modestly upgraded in actual areas of washout.

   Consequences: Overall, few long-term consequences are foreseen.

6. Preliminary Identification of Areas of Critical Concern: Staying out of Grave Creek as much as is practicable. Preservation of mature vegetation fringing the stream.

7. Potential for Controversial Issues: The initial proposal for a 34-foot subgrade generated considerable controversy. Through a series of interagency meets, such controversy has been largely resolved (see attached memos).

8. Potential for Consistency of Proposal With: Not applicable.

   a. Clean Air Implementation Plans

   b. Noise Standards

   c. Water Quality Standards

   d. Area Land Use and Transportation Plans, and Zoning

C. Recommended Type of Action and Documentation:

-------------MAJOR ACTION	-----------------	----NON-MAJOR ACTION-----
SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	____ D & F Neg.Dec.	_XX_ ASSESSMENT ONLY
____ Section 4(f)	____ Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

D. Recommended Project Category: ____ 1 ____ 2 _X_ 3 ____ 4

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. ER-322(1) January 1974 Storm Damage
Project Name Rueben Creek-Rock Creek Section
Lower Grave Creek Road, FAS 17-100

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Grants Pass, Oregon, this 12th day of May, 1976

County of Josephine

Chairman

G. Basker
Commissioner

M. C. Loughridge
Commissioner

C.C. John Oaks

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

FR/FAS Rulien
Josephine Co
PRO 6

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

May 3, 1976

Mr. Wally Owen, Supervisor
Engineering Division
Josephine County
Courthouse
Grants Pass, OR 97526

RECEIVED
COUNTY & CITY SECTION
MAY 6 - 1976
☐ ENGR. ☐ COOR. ☑ UE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

Dear Mr. Owen:

This will acknowledge your letter of April 23, 1976, concerning the availability of crushed rock aggregate for use in the proposed Reuben Creek-Rock Creek Section of Lower Grave Creek Road project in Josephine County (ER project).

By a copy of this letter, the Project Management Section is being advised of the terms of the availability.

A copy has been supplied to Mr. Bobby Johnson, Assistant Resident Engineer, who has made arrangements for obtaining material samples for testing. The request for a change in the base design will be coordinated by Mr. Johnson's office.

We are recommending that the contract be set up so that the stockpile material is a manadatory source and the contractor will be charged the royalty and Josephine County will be reimbursed.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-aid Engineer

PROJECT MANAGEMENT
MAY -4 '76
REFER TO
R

Info	Investigate	R/D	Action

GLC/dt

cc: L. W. Rulien
J. H. Versteeg
F. E. Terpin
George Thornton
Bobby Johnson
Tom Lowe

ENGINEERING DIVISION
COUNTY COURTHOUSE
PHONE: 476-8881 - EXT. 404

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 - EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS
GRANTS PASS, OREGON 97526

April 23, 1976

Mr. Glen L. Clark
Regional Federal-Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, Oregon 97470

Re: Lower Grave Creek Road
Flood Repair

Dear Sir:

This will confirm my earlier conversation with you and Bob Johnson, Oregon State Highway Division, Roseburg, Oregon, regarding source of crushed rock aggregate for Lower Grave Creek Road base rock.

Josephine County will furnish 1½"-0" and 3/4"-0" crushed rock aggregate to a contractor secured by the Oregon State Highway Division for reconstruction of 1974 flood damaged portions of Lower Grave Creek Road. The estimate of total quantity made by Oregon State Highway Division Region Engineers is 5234 cubic yards net.

It is the request of this office that the base rock design be 9 inch depth of 1½"-0" topped with a 3 inch depth leveling course of 3/4"-0". From these dimensions using a 33% compaction factor the following estimate of quantities has been made:

> 5234 cubic yards net, Oregon State Highway Division estimate x 1.333 = 6978.5 cubic yards x .75 = 5234 cubic yards of 1½"-0" truck measure and .25 x 6978.5 cubic yards = 1745 cubic yards of 3/4"-0" truck measure to be removed from the Josephine County Road Department stockpile on Coyote Creek Road for flood repair and reconstruction of Lower Grave Creek Road.

The Josephine County stockpile on Coyote Creek County Road is the designated source to the Contractor. The cost of manufacturing the rock and furnishing to the contractor in the stockpile is agreed to be $2.50 per cubic yard truck measure which will be reimbursed to the Josephine County Road Department.

Please confirm Josephine County will be reimbursed for its' expense of furnishing crushed aggregate for the project.

Thank you for your attention and assistance in this project.

Very truly yours,

W. D. Owen

W. D. Owen, Supervisor
Engineering Division

WDO:mf

Copy to Bobby Johnson
4/26/76 (DW)

c.c. C.G. Swenson
D.E. Swan
D.O. Christensen

FAS 17-100

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
April 19, 1976

FILE: LOC 17-4

B.D. Johnson

FROM: B.D. Johnson,
Asst. Resident Engineer

TO: MEMO TO FILES

SUBJECT: Reuben Cr.-Rock Cr.
Lower Grave Cr. County Rd.
Josephine County (FAS 17-100)
Review of Preliminary Plans

On Friday April 16, 1976, Mr. Wally Owen, Engineering Supervisor for Josephine County, telephoned this office and requested that the base design for subject project be changed to 9" of stone base and 3" of 3/4"-0 leveling course. Mr. Owen advised that the 3/4"-0 material would be available to the State's contractor at the same location and price as the 1½"-0 base rock.

I discussed the requested change with Mr. Alfred Shirley and Mr. Glen Clark and advised Mr. Duane Christensen of the request by telephone as per John Christopherson's printed instructions on Christensen's letter of April 8, 1976.

cc: Alfred Shirley, Jr.
Glen Clark
Duane Christensen
John Christopherson
Ron Busey

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout

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ER/FAS
Josephine Co

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

RECEIVED
COUNTY & CITY SECTION
MAR 24 1976
☐ ENGR. ☐ COOR. ☑ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

March 22, 1976

Manager, Land Office
Bureau of Land Management
P. O. Box 2965
Portland, Oregon 97208

File 48540
Reuben Creek-Rock Creek Sec.
Lower Graves Creek Co. Rd.
Josephine County

Attn: Harold A. Berends, Branch Chief
Lands and Minerals Operations

Dear Sir:

Enclosed is a revised tracing 10C-49-10 and four prints thereof showing the revised right of way of various widths requested by the State of Oregon by and through its Department of Transportation in behalf of and for the County of Josephine, Located in the following subdivisions:

T 33S, R 7W, W.M., Josephine County, Oregon
Section 31: SE¼SE¼ and Lot 4
Section 32: SE¼SW¼
T 34S, R 7W, W.M., Josephine County, Oregon
Section 5: Lots 3 and 4
Section 6: Lots 3 and 4

This is for the widening and realignment of the Reuben Creek-Rock Creek Section of the Lower Graves Creek County Road, FAS Route 17-100; project ER-322 (1).

Application is hereby made under the Act of August 27, 1958 (72 Stat. 885-916; 23 U.S.C.; Section 317), pursuant and subject to the terms and conditions contained in 43 CFR 2820.

The authorization from Josephine County to name it as "Nominee" dated June 17, 1975, still covers this application as the only change is a reduction in widths.

The Assurance of Compliance was sent to you with our June 13, 1975 application. We would appreciate an early reply as this is scheduled for June 24, 1976.

Very truly yours,

Adele L. Egan
Right of Way Office Manager

VD:mp
Enc. - Tracing, 4 prints,
2/c letter
cc: FHWA 2 prints
County-City 1/print
A. Shirley, Jr., w/3 prints
Virgil Wilson, w/1 print

#4385

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
March 4, 1976

FILE: LOC 17

FROM: J. X. WILSON
Regional Construction Engr.

TO: F. E. Terpin
Location Engineer

Atten: George Wills

SUBJECT: Reuben Cr.-Rock Cr. Section
Lower Grave Cr. County Rd.
(FAS 17-100)
Josephine County

Agreement has finally been reached with the Department of Fish and Wildlife, B.L.M. and Josephine County relative to construction details on the subject E.R. project. Attached is documentation covering the recent meeting that led to that agreement.

As we discussed, the first two items in Johnson's attached letter need to be spelled out in the special provisions and become part of the proposed contract. The third item, which the county volunteered to do, may or may not need to be included in a revised agreement with the county.

Since B.L.M. land needed for right of way has a power withdrawal, a release will have to be secured before construction can begin. If you can get us a revised right of way map and necessary descriptions, we will initiate the release request through the county. Apparently considerable time is necessary for B.L.M. to act so the sooner we get the process underway, the better chance we have to get the project going this season and before E.R. funding is lost.

If there is anything further we need to do in the field, please let me know.

JXW/cw
Attach.

cc J. H. Versteeg
B. D. Johnson

Versteeg
Olson
Christensen
Scott
Swenson
Anderson
Trout

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REFERRED TO
Wills
By Location Engineer

cc. to Versteeg
Scott

RECEIVED
MAR 8 1976
LOCATION SECTION

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
March 3, 1976

FILE: LOC 17-4

FROM: B.D. Johnson,
Asst. Resident Engineer

SUBJECT: Reuben Cr.-Rock Cr. Section
Lower Grave Cr. County Rd. (FAS 17-100)
Josephine County

TO: Alfred Shirley, Jr.,
Regional Engineer

On March 2, 1976, Mr. Eb Engelmann and myself met in the field with Mr. Bill Haight and Mr. Mick Jennings Representatives of the Department of Fish and Wildlife, Mr. Don King of the BLM and Josephine County Representatives Mr. Wally Owen and Mr. John Beaton. During this meeting it was decided and approved by all present to accept the proposed E.R. Project as per location data submitted to the Region Office February 9, 1976, except for changes requested by Mr. Haight which are as follows:

1. Rock slope protection material between station L364+50 and station L368+50 be placed with special equipment, such as a clam shovel, so as to protect existing trees in this area. This will entail the placement of material around the trees.
2. The placement of soil in voids on the face of rock fill slope station L364+50 to station L368+50 suitable to grow native brush and/or trees.
3. Plant cuttings of native plants on fill slope station L364+50 to station L368+50 during the month of Jnauary or February.

There should be wording included in the Special Provisions to cover the requested changes (Number one and two). The County has agreed to take care of the planting of the cuttings. I believe there should be a written agreement with the County to take care of the planting of the cuttings.

Your approval of the requested changes is recommended.

cc: Engelmann

Reuben Cr.-Rock Cr. Section
Lower Grave Cr. County Road (FAS 17-100)
Josephine County
Reconstruction Revised Location
Narrative Report

The scope of the original survey was to prepare plans and specifications to repair 0.85 miles of flood damage to roadbed fills along Grave Creek on the subject county road. The damage occurred in the winter of 1973-74.

The revised survey was completed in mid-January. Representatives of the FHWA, BLM and Josephine County reviewed the project changes on January 29, 1976. At that time it was decided to eliminate the bin walls in area #4, steepen the fill slopes and narrow the subgrade to 26.0 and the top surface to 22.0.

The survey has been changed to avoid the natural channel, this has been accomplished by the following revisions in areas 2, 3, 4 and 5:

a. The typical section revised from a 34.0 subgrade and 28.0 top surface, to a 26.0 subgrade with a 22.0 top surface in areas 2, 3, 4 and 5.

b. The alignment in areas 2, 3, 4, and 5 was revised to more closely follow the existing or original roadbed.

c. The grade was lowered slightly to cut down fill height, embankment quantities and to establish a reasonable grade.

Area 1 was not revised as there was no conflict with the channel and proposed slopes.

General excavation and embankment was reduced by 34,900 cubic yards and culvert quantities were revised to reflect the narrower typical section. Obliteration of old roadbed was reduced due to the lowered grade revising additional existing roadway surface.

The majority of excavation will come from one cut in area 2, which is predominantly rock.

In as much as general excavation has been decreased considerably and that the bulk of the excavation is in one area, it is recommended that the bid item for overhaul be eliminated.

It will be necessary to include an item for crushed base rock, due to the adjustment of grades and alignment.

It appears that additional R/W needed for embankments on the river side is minimal. It does not involve the taking of any developed land. Therefore, it may be less expensive for the county to obtain construction easements rather than purchase of the R/W on the river side.

#9705

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 20, 1975

FROM: Frank E. Terpin
Final Design Engineer F.E.T.

SUBJECT: Reuben Creek-Rock Creek Section
FAS 17-100
Josephine County

TO: MEMORANDUM TO THE FILES

The BLM has registered objections to the proposed project because of the negative environmental impacts. Therefore it has been decided that the scope of the project will be changed from an upgrading of the section to replacement in kind.

This has been discussed with Tom Lowe, FHWA Area Engineer, and with Glen Clark, Regional Federal Aid Engineer, and is consistent with a request from the county that this be done.

The plans will be revised by this office to meet the concept and then distributed for review.

FET:jh
cc: L. W. Rulien
John Oakes
Victor Wolfe
Alfred Shirley
C. G. Swenson
Fred Eriksen
Tom Lowe, FHWA

/ Varsteeg ✓
A. Olson
Terpin
Scott
Swenson
R. Olson
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Versteeg
PRO 6
FAS 17-100

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

October 10, 1975

Mr. W. D. Owen, Supervisor
Engineering Division
Josephine County Road Dept.
Courthouse
Grants Pass, OR 97526

Dear Mr. Owen:

Thank you for your letter of October 8, 1975, concerning complications on the Reuben Creek-Rock Creek Section of Lower Grave Creek Road E.R. project. We wish to apologize for not contacting you in regard to the recent meeting with BLM. You will be asked to attend future meetings, if any.

The Regional Engineer has personally reviewed this project on the ground and has suggested that redesign be considered to lessen the impact on the stream, etc.

As you know, this all came about due to the requirement of right-of-way from BLM. The possible redesign could very likely be completed prior to availability of the right-of-way.

A project environmental assessment is now being prepared by Mr. Eb Engelmann, Regional Environmentalist, based on the current project but with references to a scaled-down project.

Your comments are being circulated to those concerned.

1 Versteeg ✓
2 A. Olson
w Copy Terpin
4 Scott Rounds
3 Swenson
R. Olson
5 Trout

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Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien
Victor Wolfe
J. H. Versteeg
Gary Potter
Eb Engelmann
George Thornton
Robert Carruthers

ENGINEERING DIVISION
COUNTY COURTHOUSE
PHONE: 476-8881 - EXT. 404

MAINTENANCE OFFICE
201 RIVER HEIGHTS WAY
PHONE 476-8881 - EXT. 411

JOSEPHINE COUNTY DEPARTMENT OF ROADS
GRANTS PASS, OREGON 97526

October 8, 1975

Mr. Glen Clark
Oregon State Highway Division
Region 3
Roseburg, Oregon 97470

Re: Reuben Creek-Rock Creek Section
Lower Grave Creek Road
FAS-C 17-100, Josephine County

Dear Sir:

I am in receipt of a memo to the file regarding the subject ER work for Lower Grave Creek Road. From the memo I assume there are a few more hurdles to jump before we can expect to see emergency repair work on Lower Grave Creek Road. I feel I can summarize Josephine County's position as wanting the road repaired in the most expeditious way possible.

If the project as proposed is too ambitious and makes too big an impact on the creek and canyon to be acceptable the only other alternative is to scale down the design.

Maybe I am reading too much into Mr. Englemann's list of 8 items to be accomplished prior to the repair but I can foresee another long period of time before any work can be accomplished, therefore, I propose scaling the width of the road down, stay out of the creek and get part of a job done rather than no job at all.

Very truly yours,

W. D. Owen, Supervisor
Engineering Division

WDO:mf

BOARD OF COUNTY COMMISSIONERS

Commissioner

Commissioner

Hal Vorstang

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
September 23, 1975

FILE: LOC 17

FROM: EB ENGELMANN
Region III Environmentalist

TO: MEMO TO FILES

SUBJECT: Meeting with BLM, Medford District
re Reuben Cr.-Rock Cr. Section
Lower Grave Cr. Rd., FAS-C 17-100
Josephine County

On September 17, 1975 I met on the project section with:

Ron Busey, OSHD, Resident Engineer
Bob Carruthers, BLM, Area Manager
Ken Mak, BLM; Chief, Rogue River Program
Don King, BLM, Fisheries Biologist

I arranged the meeting on the instigation of an August 19, 1975 memo by Glen Clark, Region III Federal Aid Engineer, and a follow-up note and conversation with Gary Potter, Manager, Environmental Section (see attachment).

We met to review the current proposal for ER work on the section, covering preliminary plans and X-Sections on the ground for each of the five units. We also exchanged mutual views, concerns, desires and requirements as we progressed.

A number of concerns emerged:

1. The typical section seems overly optimistic. A 34-foot subgrade platform may be the minimum dictated by sound design, but it can only be achieved with severe environmental disruption in Lower Grave Creek Canyon. A 26-foot platform would be difficult to achieve without substantial impacts in a number of presently 20-foot wide sections.

2. Each unit of realignment, though modest in plan view, is major on the ground. In places proposed centerline swings out into the canyon, streamward of the existing roadway margin, by several feet (see X-sections, L^2 engineering stations: 6+27, 8+71, 18+99, 19+50, 51+59, 62+94-85+51). The need and the wisdom of such realignment is questionable given the probable extreme impact upon banks, streambed and adjacent vegetation.

3. In most cases, areas of damage are areas of previously tight roadway margins, i.e. 20+- foot typicals. Here the roadway is narrow for a reason - a very confined, winding canyon crowds roadway and stream

into a precariously close and conflicting relationship. With steep, high and rocky canyon walls, the present proposal puts the additional width for a 34-foot roadway out into the creek on a 1½:1 slope. The toes of such slopes commonly extend well into the bed (see numerous stations), and in some cases, they actually cross the low point of the channel (see L^2 stations 19+99-22+43, 28+78-31+71, 50+52-51+07, 62+44-68+38). Encroachment of this magnitude is tantamount to a channel change - only with the stream excavating the new channel.

Aside from the uncertainty of roadway stability in future high water, and the class and quality of riprap to do the work - which are real engineering concerns - there are very substantial and inevitable environmental impacts to such a proposal. Stream mechanics would be seriously altered and flows impeded. Scour and erosion would be severe, especially so on the opposing bank. Soil, duff, brush, mature trees - everything above bedrock - would be swept clean well up the far bank with the debris and slash posing mounting problems as it swept and/or clogged up downstream.

In addition to the mechanical and aesthetic aspects of such erosion there are the more complex questions of resultant stream ecosystem disfunction and degradation of fisheries habitat (particularly for Fall Chinook and Steelhead). Migration, spawning, emergence, and rearing would all be impeded. Much vegetation would be lost, shade would be removed, temperatures and evaporation would increase, as would algae. At other seasons erosion and scour would increase turbidity and bedloads, alter gravel bars, and remove niches.

4. On Unit 5 the apparent terminus of proposed work seems to lie one bend in the road, or perhaps 3+ stations, too far to the west (see preliminary plans, Sheet 6) thereby missing a bad piece of roadway damage. Terminating into a narrow, one-lane gravel bend also seems precarious. Though this presents a difficult spot, it was our consensus that the work should probably extend through the bend before tapering back into the existing section.

5. There remain two socio-political-legal questions which are not unrelated to the proposal and which need to be addressed. First and more immediate, what is the nature and limit of ER work? How permanent may repairs be? Can the typical section and alignment of a thousand foot unit be substantially changed (and if so,.....even where there are strong countervailing concerns)? Second, should this road be substantially upgraded? OSHD 1974 Traffic Volume Tables indicate an ADT of 50 vehicles on the westerly terminus at

the Rogue and 120 vehicles at the easterly junction with Wolf Creek Road. Who does this road serve and for what purpose? And from these two questions comes the kicker: Should ER work be used to initiate or help to initiate such upgrading?

Under these circumstances, then, Bob Carruthers, BLM Area Manager, feels he cannot recommend approval for the 4 parcel, 2,585 foot-long, 5.23 acre right-of-way request being made of his office. He made it clear that it is not the quantity of the right-of-way but the proposed work which is at issue. He and his staff are against the current proposal. I share their view, feeling that potential environmental impacts are severe and that such impacts far outweigh the benefits gained.

In order to resolve the present impasse, I recommend the following:

1. The prompt completion of an environmental assessment; which I am trying to do.

2. Establishment of legal/engineering limits of ER work - whatever they are - on this job.

3. Deriving some tentative conclusions as to planning directions on this road, e.g. what kind of facility is it? who will it serve? for what end? what does Josephine County want?

4. An investigation into how to scale down the typical section from the present proposal.

5. Another look at all realignment proposals, cuts/material generation, and what probable width of roadway predated the 1974 flood (by station or unit).

6. A consideration of cuts rather than stream encroachment - especially around L^2 stations 75+07 to 79+14 or some such.

7. Some possibility of gabion walls, bin walls, or retaining walls in places.

8. Finally, and concurrently, a hydraulics analysis on all work encroaching on the stream channel.

Some of these questions are more academic than practical but all are interrelated and seem to have a bearing on reaching a satisfactory conclusion.

EE/cw
Attach.

cc J. X. Wilson Wally Owen
Gary Potter
Glen Clark
A. W. Bates, Atten: Bobby Johnson
Ron Busey
Bob Carruthers, BLM

PRO 6

XC Rulien
[illegible]
[illegible]

Roseburg, Oregon
August 19, 1975

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

GLEN L. CLARK [redacted]
Regional Federal-Aid Engineer

FILE

Lower Grave Creek ER Project
Reuben Cr.—Rock Cr. Section
Josephine County

This project was scheduled for contract recently. The holdup was some five parcels of Right-of-Way under the jurisdiction of BLM. When formal application was made for transfer of these parcels, it was determined that "withdrawal" procedures were involved and the acquisition might take a year or longer.

Mr. Wally Owen, Supervisor, Josephine County Engineering Division, contacted this office Friday August 15, 1975, and advised that Mr. Robert Gunther and Mr. Robert Carruthers, Medford BLM office (phone 779-2351-ext. 344) had contacted him and were upset over the amount of fill planned for Lower Grave Creek, the width of the Roadway and why there was no environmental impact statement prepared.

I advised Mr. Owen that the Oregon Action Plan does not require an EIS for category 4 projects. He was promised that this would be brought to the attention of the Regional Engineer and that possibly a meeting between the county, state and BLM might be in order.

Mr. Eb Engelmann, Regional Environmentalist, advised that our project is covered by an April 2, 1974, statewide negative declaration for ER work for the winter floods of 1974 (see attached). He advised that BLM may have to prepare an "EAR" (environmental analysis report) (see attached). He thought that due to the extended length of time between the damage and the permanent repair, we may need more environmental consideration.

This memo is to request guidance from the Salem Environmental Section and the Project Management Section as to what steps might be called for next in this respect.

GLC/dd
Attachments

cc: L.W. Rulien
Gary Potter
Wally Owen
Eb Engelmann

ROSEBURG REGION
RECEIVED
AUG 19 1975

discussed w Engleman 8-21-75 - We need to check how much ROW and determine significance - If significant, then the action needs re-evaluation (per page 2 of neg. dec) if not, then the project can proceed as a category 4. Eb agreed to check on the job and assess the situation. G. Potter

ENTERED ON STATUS RECORD
mcH

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

ORIGINAL SIGNED
R.L. SCHROEDER

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Emergency Relief Projects Statewide

This negative declaration is to accompany requests for Emergency Relief Funds for the temporary and/or permanent repair of flood damage to highway grades, surfacing and structures. Slope and foundation failures tiggered by supersaturation of soils from excessive rainfall or snowmelt are also to be corrected. Each individual project has been evaluated by representatives of the Oregon State Highway Division or other local officials and the Federal Highway Administration, and the determination has been made that a negative declaration adequately covers the environmental impacts of the project.

LOCATION AND DESCRIPTION OF PROJECT The proposed projects will affect a number of locations in Oregon where damage to roadbeds, surfacing, cut and fill slopes, and structures has occurred as a result of the January 1974 flood or from supersaturation of foundation soils from rainfall and/or snowmelt.

PURPOSE OF PROJECT The purpose of these projects is to restore damaged facilities to their original or a higher service level, maximizing safety and mobility for the road user and minimizing the possibility of future damage to these facilities.

DISCUSSION OF ENVIRONMENTAL IMPACTS Roadways damaged by an act of nature may be temporarily repaired on an emergency basis to restore service. Permanent repairs and corrective measures to minimize future damage will follow. Emergency repairs may be accomplished by the use of any or all available resources. Permanent repairs that are beyond the scope of state or local maintenance facilities are done by contract. A contract may be awarded through the bidding process or by negotiation.

As a general rule, construction work to repair damage can be accomplished within existing rights-of-way. However, there will be exceptions, for which the Highway Division or local agencies will obtain an easement or permit from property owners for the right of entry to repair flood or erosion damage. On rare occasions, additional right-of-way will have to be purchased in fee. It is not anticipated that these right-of-way requirements will be extensive or that any buildings, residential units, or individuals will have to be relocated.

In the event that a significant amount of right-of-way will be involved in a project, the environmental impacts will be re-evaluated.

In areas of flood damage, stream bank repair is occasionally required to reconstruct roadbeds and to protect slopes from future erosion. In these instances, the stream banks have been modified by high water, some to the extent that the stream has left its channel. If possible, streams are returned to their original channels and banks are reconstructed and stabilized by riprapping.

Slides, slope failures, and grade subsidence caused by erosion of foundations or by supersaturation of soils from rainfall and snowmelt may require emergency temporary repairs until more permanent repair can be effected.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division that these flood or storm damage repair projects do not constitute major actions, as defined in Policy and Procedure Memorandum 90-1, paragraph 6(m), as the damage to the social, economic, and natural environment has already occured through natural causes, and these repair projects will tend to restore the environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur ______________________ Date APR 2 1975
Division Engineer

EW:dgk

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
H. S. Coulter
J. H. Versteeg
R. E. Royer
V. D. Wolfe
L. W. Rulien
E. L. Hardt
C. O. Fredrickson
Alfred Shirley
C. M. Williams
W. E. Schwartz

Standard Outline for EAR

- Description of Proposed Action and Alternatives
- Description of the Existing Environment
- Analysis of Proposed Action and Alternatives
    - Environmental Impacts
        - Anticipated Impacts
        - Possible Mitigating or Enhancing Measures
        - Recommendations for Mitigation or Enhancement
        - Residual Impacts
    - Relationship between Short-Term Use and Long-Term Productivity
    - Irreversible and Irretrievable Commitments of Resources
- Persons, Groups, and Government Agencies Consulted
- Intensity of Public Interest
- Participating Staff
- Recommendations on Environmental Statement
- Interdisciplinary Team Recommendations (Optional)
- Signatures

FAS 17-100

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 1, 1975

FILE:

FROM: J. H. Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Ruben Creek-Rock Creek Sec.
Slope Protection Material

TO: J. X. Wilson
Region 3 Construction Engineer

1 ✓

2

This is relative to your note dated 6/26/75 on the bottom of the Location Engineer's Narrative Report on the subject project.

The penultimate paragraph of the report suggests the "outside fifteen feet" of the embankments to be constructed of selected materials. This suggestion appeared to be somewhat excessive as a considerable amount of the fill is less then fifteen feet in width.

The matter was reviewed by the Hydraulics Unit and it was their recommendation that the outer five feet be constructed of selected materials. The location of the source of these materials was furnished to us by the Region Geologist. It should be noted that the outer five feet of the embankment involves more then half of the material to be excavated. On April 17 our Design Team Leader discussed this matter with you and it was his understanding that you concurred in this method of handling this slope protection.

Subsections 203.11 and 203.38 of the Standard Specifications provide for separate handling and use of selected materials in various parts of the work and subsections 203.81 and 203.91 of the Standard Specifications provide for measurement and payment for the extra work involved in the "preserving, sorting and handling" of these selected materials. Pursuant to these specifications a bid item was set up for 23,400 cu. yds. of "Extra for Slope Protection Material". This provides that the engineer will direct the contractor to preserve, sort and handle 23,400 cu. yds. of the most suitable material available from roadbed excavation for use in the outer five feet as slope protection. This comprises approximately 54% of the total roadbed excavation. This was explained to the Resident Engineer's office by Art Brummitt (See note dated 6/20/75 on the bottom of a letter from Busey to Swenson). As we did not hear any more from Busey it was assumed that our proposed method of handling this was satisfactory to him.

7-9-75

cc: J. H. Versteeg – The only confusion here is we didn't know you had set up bid item – This was not apparent from the set of Specs. we had to review.

J. X. W.

The above is set forth in an effort to show that recommendations in reports are not ignored by this office, and in this particular case we felt that we had touched bases with everyone and had arrived at a satisfactory solution for the handling of this matter.

If you still feel that the specifications and plans are not satisfactory, please furnish us with your specific objections and recommendations because at this stage we are somewhat confused.

CGS:jh

Reuben Creek-Rock Creek Section
Lower Grave Creek County Road (FAS 17-10
Josephine County
Flood Damage Repair (E.R. Project)
Location Narrative Report

This survey was made to prepare plans and specifications to repair approximately 0.85 miles of flood damage to roadbed fills along Grave Creek on the subject county road. The damage occurred this past winter. Restoration requires grading and surfacing.

The westerly terminus is 0.35 miles east of the Grave Creek bridge across the Rogue River. The easterly terminus is 0.20 miles west of Rock Creek. The repair work involves five work areas. The total distance from the beginning of the project to the end will be approximately two miles.

For the most part the survey follows the existing alignment of the county road. Minor realignment was made in work area number two. The new line is an improvement and makes available suitable material for repairing the washed out areas throughout the project.

There has been no shrink or swell factor applied regarding earthwork computations, most likely there will be some swell of the excavation. If this should be the case, the alignment can be changed in the cut areas to compensate for same, resulting in as good or better alignment than the original road.

The "L" line shown on the detail map is a projected line and has not been run in the field.

The majority of excavation on this project will come from two cuts, which are predominantly rock. A suggested wording for contract specifications regarding slope protection material is as follows:

As a part of and during his regualr grading operations, the contractor shall, at locations indicated on the plans and elsewhere as directed by the Engineer, place the hardest, blockiest and most durable material obtainable from roadbed excavations within the outside fifteen (15) feet of the regular embankment slopes to serve as a protection against erosion. These materials are to be placed to the elevations and thicknesses indicated on the typical cross-section plans or as designated by the Engineer and shall be placed so that the interstices are filled.

It is necessary to add additional cross-culvert pipes to insure proper drainage.

6-26-75

CC: C. G. Swenson - This is a copy of Bobby Johnson's narrative report - Does anyone ever read these? We want language in the specials to cover. R.X.W.

Reuben Cr.-Rock Cr. Section
Grading

BID SCHEDULE

Item No.	Item	Quantity and Unit	Unit Price	Amount
1.	Temporary Protection and Direction of Traffic	All Specified		
	For _________________	Lump Sum		$______
2.	Temporary Signs	105 sq.ft.		
	For _________________	per sq.ft.	$____	$______
3.	Flagmen	625 hours		
	For _________________	per hour	$____	$______
	ROADWORK			
4.	Clearing and Grubbing	All Specified		
	For _________________	Lump Sum		$______
5.	Removal of Structures and Obstructions	All Specified		
	For _________________	Lump Sum		$______
6.	General Excavation	43,700 cu.yds.		
	For _________________	per cu.yd.	$____	$______
7.	Extra for Slope Protection Material	23,400 cu.yds.		
	For _________________	per cu.yd.	$____	$______
8.	Overhaul	7,090 C-yd.stas.		
	For _________________	per C-yd.sta.	$____	$______

Reuben Cr.-Rock Cr. Section

Item No.	Item	Quantity and Unit	Unit Price	Amount
9.	Trench Excavation	95 cu.yds.		
	For _________________	per cu.yd.	$____	$______
10.	Finishing Roadbed and Slopes	All Specified		
	For _________________	Lump Sum		$______
11.	Obliteration of Roadway	800 sq.yds.		
	For _________________	per sq.yd.	$____	$______
12.	Watering	250 M-gals.		
	For _________________	per M-gal.	$____	$______
13.	12-inch Culvert Pipe	32 lin.ft.		
	For _________________	per lin.ft.	$____	$______
14.	18-inch Culvert Pipe	264 lin.ft.		
	For _________________	per lin.ft.	$____	$______

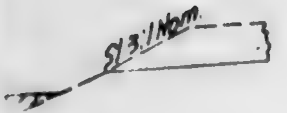
Total Amount of Bid $____________________

12V-136

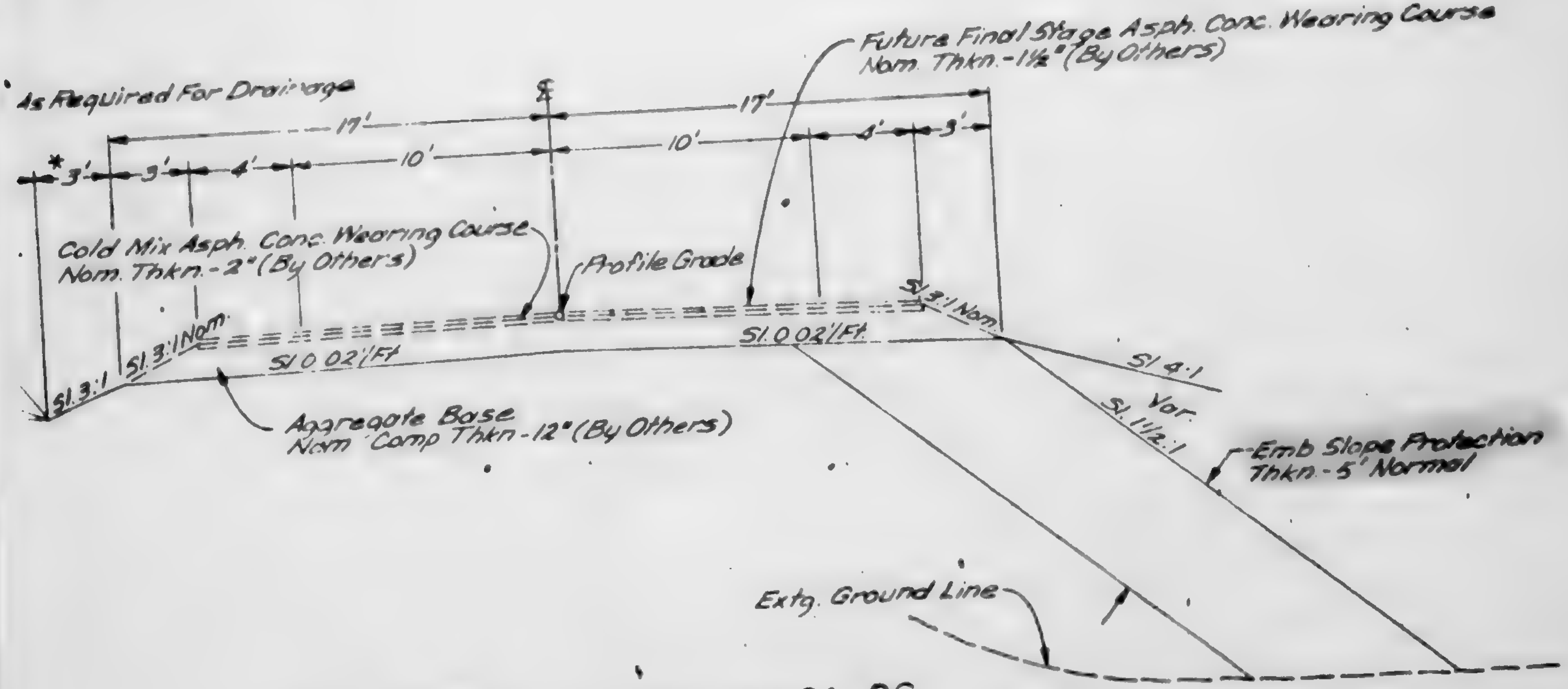
CAL SECTIONS

REUBEN CR.-ROCK CR. SEC. FAS 17-100(LOWER GRAVE CR. RD) JOSEPHINE COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

ER-322(1)



ILL
Rdway Distribution)
4+75, Lt.
9+75, Lt.


Future Final Stage Asph. Conc. Wearing Course
Nom. Thkn.-1½" (By Others)
*As Required For Drainage
℄
17'
17'
*3'
3'
4'
10'
10'
4'
3'
Cold Mix Asph. Conc. Wearing Course
Nom. Thkn.-2" (By Others)
Profile Grade
Sl 3:1 Nom.
Sl 3:1
Sl 3:1 Nom.
Sl 0.02'/Ft.
Sl 0.02'/Ft.
Sl 4:1
Var.
Sl 1½:1
Aggregate Base
Nom. Comp Thkn-12" (By Others)
Emb Slope Protection
Thkn.-5' Normal
Extg. Ground Line

STA. 0+75 To STA. 10+21.66
10+21.66 To 17+99.29 (No Work Area)
17+99.29 To 19+07.10 (Temp. Conn.)
19+07.10 To 35+62
35+62 To 50+00 (No Work Area)
50+00 To 51+29.70 (Temp. Conn.)
51+29.70 To 53+00
53+00 To 62+00 (No Work Area)
62+00 To 63+44.15 (Temp. Conn.)
63+44.15 To 67+60
67+60 To 69+00 (Temp. Conn.)
69+00 To 74+50 (No Work Area)
74+50 To 75+35.20 (Temp Conn.)
75+35.20 To 83+75.64
83+75.64 To 85+95.64 (Temp. Conn.)

8365

13

June 30, 1975

Board of County Commissioners
Josephine County
Courthouse
Grants Pass, OR 97526

MISC. CONTRACTS and
AGREEMENTS No. 5361

Attention: Maxine Foster
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of a Construction-Finance Agreement (Emergency Relief Construction Work) to replace and repair intermittent portions of the Rueben Creek-Rock Creek Section of the Lower Grave Creek Road.

We have retained a fully executed copy of this agreement for the Transportation Commission files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

Attach.
bc Don Harwell (Conf. agree. attach.)
fkn/hb

8385 75

Adele Egan
Right of Way Branch

June 18, 1975

C. W. Head
Commission Services

File 48541

MISC. CONTRACTS and
AGREEMENTS No. 5341

Attached for further handling are two fully executed copies of a right of way services agreement with Josephine County covering Reuben Creek-Rock Creek Section of the Lower Graves Creek County Road.

We have retained a fully executed copy for the Transportation Commission's files.

fkn
Att.

8385 13

FORM 2-50

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE June 16, 1975

TO L. W. Rulien
Project Management Engineer

John R Oakes

FROM John R. Oakes
Right of Way Engineer

SUBJECT File 48540 - U.S. Bureau of Land Management
Reuben Creek-Rock Creek Section
Lower Graves Creek County Road
Josephine County

NOTED
E. S. HUNTER

I am enclosing a copy of a report from May Short in regard to her conversation with Mr. Martin of the Bureau of Land Management.

It appears that this project will have to be postponed unless the Bureau of Land Management is able to grant us a decision faster than Mr. Martin thinks.

If there is anything further that this office can do, please let me know.

JRO:ha
Att.
CC E. S. Hunter /w/ att.
J. H. Versteeg "
Alfred Shirley, Jr. "
Don Harwell "
Virgil Wilson "

RECEIVED
JUN 17 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

H 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 16, 1975

FROM: May Short
Voucher Clerk

TO: MEMO TO THE FILE

SUBJECT: File 48540
Reuben Creek-Rock Creek Section
Lower Graves Creek Co. Rd.
Josephine County

Mr. Martin of the Bureau of Land Management called me this morning regarding the Reuben Creek-Rock Creek Section of the Lower Graves Creek County Road. We had asked the Bureau to expedite this transaction.

He said that they would do their best but there are several obstacles in the way that will have to be cleared. He said that sometimes it takes a year or more to clear them. On this file there is withdrawal for a power site, the area is under the scenic rivers act, there is no highway shown on their records, and the new application takes in more land than the old highway right of way limits. All of this adds up to delay in issuing the Decision.

NOTED
JOHN R. OAKES

MS:mp

ER/FAS
Josephine Co

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 13, 1975

File 48540
Reuben Creek-Rock Creek Sec.
Lower Graves Creek Co. Rd.
Josephine County

Manager, Land Office
Bureau of Land Management
P. O. Box 2965
Portland, Oregon 97208

Attn: Harold A. Berends, Branch Chief
Lands and Minerals Operations

Dear Sir:

Enclosed is tracing 10C-49-10 and four prints thereof showing the right of way of various widths requested by the State of Oregon by and through its Department of Transportation in behalf of and for the County of Josephine, located in the following subdivisions:

T 33S, R 7W, W.M., Josephine County, Oregon
Section 31: SE¼SE¼ and Lot 4
Section 32: SE¼SW¼

T 34S, R 7W, W.M., Josephine County, Oregon
Section 5: Lots 3 and 4
Section 6: Lots 3 and 4

This is for the widening and realignment of the Reuben Creek-Rock Creek Section of the Lower Graves Creek County Road, FAS Route 17-100; project ER-322 (1).

Application is hereby made under the Act of August 27, 1958 (72 Stat. 885-916; 23 U.S.C.; Section 317), pursuant and subject to the terms and conditions contained in 43 CFR 2820.

We do not know if there is merchantable timber within the clearing limits. If there is timber involved, the approval of the district manager of the Bureau of Land Management will be requested before cutting so that the county may make payment upon the receipt of the Bureau's cruise.

The authorization from Josephine County to name it as "Nominee" has been misplaced in the mail. We are asking the county for a duplicate

RECEIVED
COUNTY & CITY SECTION
JUN 16 1975
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ OE ☒ RE ☐ RPE ☐

and will forward it as soon as possible.

To complete the application, we are enclosing an Assurance of Compliance. We would appreciate an early reply as this was scheduled for late July.

Very truly yours,

Adele L. Egan
Right of Way Office Manager

MS:mp

Attach.
Tracing, 4 prints, assurance, 2/c letter

cc: FHWA 2 prints, assurance
A. Shirley, Jr., 3 prints
Virgil Wilson, 1 print
County-City, one print

ER/FAS
Josephine Co

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

June 13, 1975

Manager, Land Office
Bureau of Land Management
P. O. Box 2965
Portland, Oregon 97208

File 48540
Reuben Creek-Rock Creek Sec.
Lower Graves Creek Co. Rd.
Josephine County

Attn: Harold A. Berends, Branch Chief
Lands and Minerals Operations

Dear Sir:

We hereby authorize the State of Oregon, by and through its Department of Transportation, Highway Division, to apply on behalf of Josephine County for the rights of way in:

T 33S, R 7W, W.M., Josephine County, Oregon
Section 31: SE¼SE¼ and Lot 4
Section 32: SE¼SW¼

T 34S, R 7W, W.M., Josephine County, Oregon
Section 5: Lots 3 and 4
Section 6: Lots 3 and 4

RECEIVED
COUNTY & CITY SECTION
JUN 19 1975
☐ ENGR. ☐ COOR. ☑ OE ☒ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☒ RPE ☐

for the Reuben Creek-Rock Creek Section of the Lower Graves Creek County Road, FAS 17-100; Project RS-17-100; Project ER-322 (1), and to name Josephine County as the nominee according to rules and regulations under the Act of August 27, 1958 (72 Stat. 885-916; 23 U.S.C. Section 317), pursuant and subject to regulations contained in 43 CFR 2820.

JOSEPHINE COUNTY
Board of County Commissioners

By M. C. Laughridge
Commissioner

By Geo. A. Calvert
Commissioner

By Daniel G. Basker
Commissioner

Mailed to Salem 6/17/75
to Abel Egan R/W off. Mgr.

Date June 17, 1975

MS:mp

Reuben Creek-Rock Creek Section
Lower Grave Creek County Road (FAS 17-100
Josephine County
Flood Damage Repair (E.R. Project)
Location Narrative Report

This survey was made to prepare plans and specifications to repair approximately 0.85 miles of flood damage to roadbed fills along Grave Creek on the subject county road. The damage occurred this past winter. Restoration requires grading and surfacing.

The westerly terminus is 0.35 miles east of the Grave Creek bridge across the Rogue River. The easterly terminus is 0.20 miles west of Rock Creek. The repair work involves five work areas. The total distance from the beginning of the project to the end will be approximately two miles.

For the most part the survey follows the existing alignment of the county road. Minor realignment was made in work area number two. The new line is an improvement and makes available suitable material for repairing the washed out areas throughout the project.

There has been no shrink or swell factor applied regarding earthwork computations, most likely there will be some swell of the excavation. If this should be the case, the alignment can be changed in the cut areas to compensate for same, resulting in as good or better alignment than the original road.

The "L" line shown on the detail map is a projected line and has not been run in the field.

The majority of excavation on this project will come from two cuts, which are predominantly rock. A suggested wording for contract specifications regarding slope protection material is as follows:

As a part of and during his regualr grading operations, the contractor shall, at locations indicated on the plans and elsewhere as directed by the Engineer, place the hardest, blockiest and most durable material obtainable from roadbed excavations within the outside fifteen (15) feet of the regular embankment slopes to serve as a protection against erosion. These materials are to be placed to the elevations and thicknesses indicated on the typical cross-section plans or as designated by the Engineer and shall be placed so that the interstices are filled.

It is necessary to add additional cross-culvert pipes to insure proper drainage.

[illegible] — he.
[illegible]

It is not known how far the old fill slopes ran out before they were washed out. It is believed that the new slopes will catch slightly farther out, mainly due to a wider roadbed section, however it is not anticipated that this will restrict the Grave Creek channel enough to warrant channel changing.

Portions of the new grade were raised above the existing road in work areas one and two. The maximum change from the old grade to the new is approximately 4.5 feet. Photos obtained from the Josephine County Engineer and taken in January, 1974 indicate flood waters were over the road in the areas where the grade has been raised.

It will be necessary to obtain additional right of way. The clearing and grubbing is light to medium and very little, if any, merchantable timber is located within the clearing limits.

There is presently one way traffic in some locations and there will be a need for one way traffic during construction. The traffic can be handled by signing and flagmen. It is recommended that road closures be limited to thirty minutes.

Narra[illegible] by [illegible]

Josephine County Engineering Supervisor, Mr. W.D. Owen, has advised that the county had available crushed base rock material at their Coyote Creek stockpile site which is located approximately three miles east of the town of Wolf Creek and 17 miles from the project. This material could be purchased at the county stockpile for $2.50 per cubic yard. Quotes from commercial supplier in Grants Pass for base rock are $3.75 per cubic yard and $11.75 per ton for asphaltic concrete F.O.B. their plant. Their price for pugmilled emulsion treated mixture is the same as asphaltic concrete mix.

It is the recommendation of this office that the county's stockpiled material be used for base rock. Samples of the material will be obtained to determine suitability. Due to the small quantity of wearing surface material needed it is believed that a contractor would most likely purchase this material from a local supplier, therefore a prospective quarry source has not been recommended. It is further recommended that asphaltic concrete be used rather than emulsion treated mixture for the wearing surface.

On November 12, 1974, Mr. Jennings from the Grants Pass office of the Oregon Wildlife Commission was over the project and was made aware of our proposed plans for repairing the flood damage areas. He voiced no objections to our proposal.

Mr. Jennings advised that the construction involving work along Grave Creek should not commence before the latter part of June and be completed by October 15.

There are no utilities involved on this project.

Alfred W. Bates

Alfred W. Bates,
Resident Engineer

FORM 81-734-3030

ER June 1974

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 18, 1975

FILE: Storm Damage

FROM: Adele L. Egan ALE
Right of Way Office Manager

TO: Don Harwell
County and City

SUBJECT: Reuben Creek - Rock Creek Section
Lower Grave Creek County Road
Josephine County

Attached you will find three original option forms in quintuplet covering right of way to be acquired in connection with Reuben Creek - Rock Creek Section of Lower Grave Creek County Road in Josephine County.

We are enclosing copies of option forms which may be used.

We are also enclosing copies of the Authorization List and Mr. Scott's letter of April 11, 1975.

We are forwarding under separate cover four prints of map 9B-12-28 covering this area and bearing our date of April 14, 1975.

File No.	Name	Area
48541-A	Groebli, Robert O.	2.8 ac
48541-B	Moore, Claude E. & Lavinia A. (Patrick, Lloyd E. & Elena C. C.P.)	0.36 ac
48541-C	Fuller, Ronald W. & Margaret E.	0.18 ac

AC:jf
Enc. 3 options, etc.

cc: Alfred Shirley-
Milner Mead-Auth.List
Frank Lowe-letter
Title
Armand Riveness-~~Exhibit~~
Jim Dixon
Virgil Wilson

RECEIVED
COUNTY & CITY SECTION
APR 21 1975
☑ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☒

~~H. Wilson~~
Don Harwell

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
April 11, 1975

FILE:

FROM: J. H. Versteeg
Road Design Engineer

TO: J. B. Boyd
Right of Way Engineer
BUILDING

SUBJECT: 48541 - A, B and C
Reuben Creek - Rock Creek Section
Lower Grave Creek County Road
Josephine County

Attached are 3 descriptions and an~~y~~ authorization covering R/W for the subject project, which is scheduled for the 3rd quarter of 1975. This R/W is to be acquired by Josephine County.

B.L.M. lands are also required for this project and we are now preparing a filing map under File 48540.

RECEIVED
COUNTY & CITY SECTION
APR 21 1975
☑ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

BY: Floyd O. Scott
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

NOTED

Oregon State Highway Department
DESIGN DIVISION

Sheet No. .... of ....

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway: Lower Grave Creek County Road
County: Josephine
Unit:
Survey Approved:
Section: Reuben Creek - Rock Creek
Sta. Sta.
R/W Map No.: 9B-12-28 - 80-08
Cost Distribution:

File No	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
48541-A	Robert O. Groebli					X					X					
48541-B	Claude E. and Lavinia A. Moore (Lloyd E. and Elena C. Patrick C.P.)					X					X					
48541-C	Ronald W. and Margaret E. Fuller					X					X					

NOTED

Submitted: Floyd O. Scott — Floyd O. Scott, R/W Description Engineer — Date: APR 11 1975
Approved: .... Assistant Design Engineer — Date: ....
Approved: .... R/W Engineer — Date: 4-15-74

File No. 48541-C

REAL ESTATE OPTION

Grantor Ronald W. & Margaret E. Fuller Mail Address

Agent

Section Reuben Creek - Rock Creek County Road Lower Grave Creek County

Purpose R/W Desc. Checked by JS 4-11-75 9B-12-28

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Josephine County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A parcel of land lying in the SW¼SW¼ of Section 32, Township 33 South, Range 7 West, W.M., Josephine County, Oregon; the said parcel being that portion of said SW¼SW¼ lying Southwesterly of Grave Creek; Southeasterly of a line at right angles to the center line of relocated Lower Grave Creek County Road at Engineer's Station 62+00 and included in a strip of land 70 feet in width, lying on the Southwesterly side of said center line, which center line is described as follows:

Beginning at Engineer's center line Station 62+00, said station being 363.73 feet North and 497.46 feet East of the Southwest corner of said Section 32; thence South 43° 57' East 144.15 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears South 40° 11' 45" East) 150.17 feet; thence South 36° 26' 30" East 405.68 feet to Engineer's center line Station 69+00.

The parcel of land to which this description applies contains 0.18 acre, more or less.

ka/

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($..............................) (of which $.............................. is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19.........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

File No. 48541-B

REAL ESTATE OPTION

Grantor Claude E. & Lavinia A. Moore Mail Address

(Lloyd E. and Elena C. Patrick, C.P.) Agent

Section Reuben Creek - Rock Creek County Road Lower Graves Creek County

Purpose R/W Desc. Checked by JS 4-11-75 9B-12-28

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Josephine County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A parcel of land lying in the SW¼SW¼ of Section 32, Township 33 South, Range 7 West, W.M., Josephine County, Oregon; the said parcel being that portion of said SW¼SW¼ lying Northeasterly of Grave Creek; Southeasterly of a line at right angles to the center line of relocated Lower Grave Creek County Road at Engineer's Station 62+00 and included in a strip of land 100 feet in width, 30 feet on the Northeasterly side and 70 feet on the Southwesterly side of said center line, which center line is described as follows:

Beginning at Engineer's center line Station 62+00, said station being 363.73 feet North and 497.46 feet East of the Southwest corner of said Section 32; thence South 43° 57' East 144.15 feet; thence on a 1145.92 foot radius curve right (the long chord of which bears South 40° 11' 45" East) 150.17 feet; thence South 36° 26' 30" East 405.68 feet to Engineer's center line Station 69+00.

The parcel of land to which this description applies contains 0.36 acre, more or less, outside of the existing right of way.

ka/

Said County shall have the irrevocable right to elect to purchase under this option at any time within ……………… months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ……………………………………………………………… DOLLARS

($……………………) (of which $…………………… is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ……………… day of ……………………………………………, 19……

Witnesses: …………………………………………… **(SEAL)**

…………………………………………… …………………………………………… **(SEAL)**

…………………………………………… …………………………………………… **(SEAL)**

…………………………………………… **(SEAL)**

SCHEDULE OF MOVING WORK

File No. 48541-A

REAL ESTATE OPTION

Grantor Robert O. Groebli

Mail Address

Agent

Section Reuben Creek-Rock Creek

County Road Lower Grave Creek County

Purpose R/W

Desc. Checked by JS 4-11-75 9B-12-28

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Josephine County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A parcel of land lying in the SE¼SW¼ and the SW¼SE¼ of Section 31, Township 33 South, Range 7 West, W.M., Josephine County, Oregon; the said parcel being that portion of said subdivisions included in a strip of land extending from a line at right angles to the center line of relocated Lower Grave Creek County Road at Engineer's Station 17+99.29 to a line at right angles to said center line at Engineer's Station 35+65, said strip of land being variable in width, lying on each side of said center line, which center line is described as follows:

Beginning at Engineer's center line Station 17+99.29, said station being 247.80 feet North and 2038.39 feet East of the Northwest corner of Section 6, Township 34 South, Range 7 West, W.M.; thence North 45° 45' East 107.81 feet; thence on a 381.97 foot radius curve right (the long chord of which bears North 67° 50' 45" East) 294.61 feet; thence North 89° 56' 30" East 375.14 feet; thence on a 381.97 foot radius curve left (the long chord of which bears North 75° 36' 15" East) 191.17 feet; thence North 61° 16' East 123.52 feet; thence on a 381.97 foot radius curve right (the long chord of which bears North 77° 18' East) 213.78 feet; thence South 86° 40' East 238.57 feet; thence on a 381.97 foot radius curve left (the long chord of which bears North 79° 40' 15" East) 182.17 feet; thence North 66° 00' 30" East 38.94 feet to Engineer's center line Station 35+65.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Northerly Side of Center Line	Width on Southerly Side of Center Line
17+99.29	19+07.10	30	30 in a straight line to 90
19+07.10	22+50	30	90
22+50	23+85	30 in a straight line to 40	90 in a straight line to 30
23+85	24+25	40 in a straight line to 120	30
24+25	25+00	120 in a straight line to 150	30
25+00	25+76.85	150 in a straight line to 100	30
25+76.85	27+00	100 in a straight line to 100	30 in a straight line to 60
27+00	28+91.54	100 in a straight line to 30	60
28+91.54	31+05.32	30	60
31+05.32	32+00	30 in a straight line to 40	60
32+00	32+50	40 in a straight line to 150	60
32+50	33+00	150	60 in a straight line

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of **Josephine** County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

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23+85		24+25	40 in a straight line to 120	30
24+25		25+00	120 in a straight line to 150	30
25+00		25+76.85	150 in a straight line to 100	30
25+76.85		27+00	100 in a straight line to 100	30 in a straight line to 60
27+00		28+91.54	100 in a straight line to 30	60
28+91.54		31+05.32	30	60
31+05.32		32+00	30 in a straight line to 40	60
32+00		32+50	40 in a straight line to 150	60
32+50		33+00	150	60 in a straight line to 40
33+00		33+43.89	150	40
33+43.89		35+65	150 in a straight line to 30	40

The parcel of land to which this description applies contains 2.8 acres, more or less, outside of the existing right of way.

ka/

Said County shall have the irrevocable right to elect to purchase under this option at any time within .... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of .... DOLLARS

($.................................) (of which $................................ is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this .... day of ...., 19........

Witnesses: .... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

#8385

Salem, Oregon
April 11, 1975

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

48541 - A, B and C
Reuben Creek - Rock Creek Section
Lower Grave Creek County Road
Josephine County

Attached are 3 descriptions and an authorization covering R/W for the subject project, which is scheduled for the 3rd quarter of 1975. This R/W is to be acquired by Josephine County.

B.L.M. lands are also required for this project and we are now preparing a filing map under File 48540.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

LOC 16

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

ROSEBURG, OREGON 97470

DATE APRIL 4, 1975

TO ALFRED SHIRELY JR.
REGIONAL ENGINEER

FROM ELLIOTT PARKER
REGIONAL ENGINEERING GEOLOGIST
by J. A. Bilderback James A. Bilderback
Asst. Reg. Eng. Geologist

SUBJECT SOILS & GEOLOGY REPORT
REUBEN CREEK-ROCK CREEK SECTION
LOWER GRAVES CREEK COUNTY ROAD (FAS 17-100)
JOSEPHINE COUNTY

REFERRED TO
Beard ____ Reed ____
Cole ____ Sample ____
[✓ Erikson] ____ Watson ____
Hager ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

INTRODUCTION The above road section is under an E.R. program for storm and flood damage repairs. The project is to involve excavation, grading, rip rapping, and surfacing. It is anticipated at this time that the County will complete the program with road surfacing. As suggested in the Location Narrative Report by Alfred W. Bates (November 14, 1974), the surfacing will only involve a portion of 0.85 miles which will be damaged during roadfill flood damage repair. Since this surfacing does require only small quantities it has been recommended that asphaltic concrete be used rather than emulsion treated mixture for the wearing surface.

The repair work involves five work areas with the westerly terminus 0.35 miles east of the Grave Creek Bridge across the Rogue River and the easterly terminus 0.20 miles west of Rock Creek.

Lower Grave Creek county road provides a facility for forest access and recreational access to the Rogue River. The road has also been used to a small extent for mining activity. Since the road traverses through steep country, the proposed alignment varies little from what presently exists.

It has been previously advised by the Grants Pass office of the Oregon Wildlife Commission that the construction involving work along Grave Creek should not commence before the latter part of June and be completed by October 15. The present scheduled contract letting is for the later part of July.

SOILS AND GEOLOGY The majority of excavation on this project will come from two cuts, which are predominantly rock of the Galice formation reformed to schists by contemporaneous intrusive rocks of the Rogue formation. These rock cuts occur within work area No. 2 at approximate stations "P" 45+50-48+00, "P" 53+75-56+00. Both of these rock cuts are westerly of Reuben Creek concrete bridge structure. A sample of the rock adjacent left at station 55+75 was taken for use as rip rap - - source #17-72-3 (Data Sheet No. 11561). The rock was found to comply with specifications.

Adequate quantity of rock material exists in the two rock cuts within the proposed right-of-way. Crossections and plans have been proposed through Alfred W. Bates' report of November 14, 1974 in which embankment riprap slopes have been suggested at 1:1 and flatter and the two rock cuts to be layed out at 3/4:1 and 1:1.

The proposed work program is included within a total length of approximately two miles along the northern bank of Graves Creek. Lower Graves Creek County Road traverses a narrow alluvial strip of gravel and sand mixed with stone fragments as shown by typical subgrade sample from 35 feet left of Station 68+30 (Laboratory # 15911). To construct this road, cuts as high as eighty (80') feet have been made mostly within the Galice formation. This formation consists of dark-gray to black fine-grained thinly layered mudstones, shales with hard, resistant, green schist zones. Underlying this formation, and exposed east of Reuben Creek is the Rogue formation - - altered lava flows, tuffs, dacitic and andesitic flow breccias. These rock beds are generally steeply dipping easterly to southeasterly. The beds are generally competent and are stable on steep slopes.

Quaternary high bench, poorly sorted gravels as much as 40 feet above the streams exist along a portion of the road. In general the sand and gravels throughout the project section, erode easily.

MATERIAL SOURCES As previously noted, recommended rip rap material sources are from the two rock cuts - - predominantly near station "P" 55+00 (source # 17-72-3). Thesa sources are both within the proposed right-of-way and will not require permits.

No difficulty is anticipated in paving subgrade. The repair of surfacing is minor as to volume of aggregate materials. Should O.S.H.D. be asked to resurface the road, crushed base rock is available at the county owned - - Coyote Creek stockpile site (approximately 17 miles east of the project).

As suggested, asphaltic concrete has been recommended for the wearing surface and could be obtained from a commercial supplier. It is doubtful that the State Highway Division will complete the surfacing, but that this will be done by the County.

c.c. C. T. Keasey
V. Wolfe
H. Versteeg
A. Bates
File

AH 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
December 30, 1974

FILE: LOC 17-4

B.D. Johnson

FROM: B.D. Johnson,
Asst. Resident Engineer

SUBJECT: Reuben Cr.-Rock Cr.
Lower Grave Cr. Co. Rd. (FAS 17-10
Josephine County

TO: Alfred Shirley, Jr.,
Regional Engineer

At the request of Mr. Tom Lowe, F.H.W.A. Area Engineer, a meeting was held in the office of Mr. W.D. Owen, Engineering Supervisor Josephine County, on December 19, 1974. Those present were Mr. Tom Lowe and Mr. Wong of the F.H.W.A., Mr. W.D. Owen of Josephine County and myself.

While in Mr. Owen's office, a comparison was made between Mr. Lowe's original estimate and our estimate for restoring the subject county road to its condition prior to last winter's flood damage along Grave Creek.

After making the comparison and an inspection of the damaged areas in the field, Mr. Lowe advised that he would recommend that the F.H.W.A. participate in the grading and drainage items as per our quantity and cost estimate, but not on the surfacing items. Mr. Owen was generally in agreement with the proposal and indicated that the county would bear the expense for the necessary surfacing. Most likely the county would want to do the surfacing with county forces rather than include this work in the contract.

I am returning herewith survey data with the recommendation that same be forwarded to Salem where they can exclude those items not pertinent to contracting.

cc: Tom Lowe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Lowe
Hossner
Baker

INSPECTION REPORT

REGION NO. 10	REPORT ON Lower Grave Creek Road Section - ER 1974	DIVISION Oregon
DATE OF INSPECTION 12-19-74	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. 409.1

IN COMPANY WITH
B. Johnson, OSHD; W. D. Owen, Josephine County; A. Wong, FHWA.

REMARKS

EMERGENCY RELIEF - 1974
REUBEN CREEK-ROCK CREEK SECTION
LOWER GRAVE CREEK COUNTY ROAD
JOSEPHINE COUNTY

Josephine County engaged the OSHD to do the survey design and construction on the subject ER project. The engineer's estimate was far in excess of the amount recommended in the original damage survey report. Due to the large discrepancy, a field review was made by the above persons to determine the reason. Each of the five general areas which had been recommended for eligible ER funds were reviewed in detail.

The State had included in their design asphaltic concrete surface with a full base course of crushed aggregate on all damaged sections. The original assessment made last spring did not consider the surfacing to this extent being eligible for ER funds. Most of this section of road has no oil surfacing and in some instances only pit-run rock.is presently on the road. Small amounts of base rock had been considered eligible to feather out washed out areas on the shoulders. In some instances a small amount of asphalt was included as being eligible for the ER work where adjacent areas on the roadway had a bituminous surface treatment. A large part of the cost differential between the State's present design and the original assessment was due to this extensive surfacing.

The earthwork proposed by the State does not significantly differ from that estimated in the original DSR. The State's estimate for earthwork in areas 4 and 5 exceed that of the estimate; however, from reviewing cross sections I concur with the State's plan at this time.

The County and State proposed eliminating all surfacing items from the State's plan and going with the grading work as planned. Mr. Owen indicated following the construction, the County will perform the surfacing either with their own forces or a County contract with solely County funds. I concur with this plan.

Mr. Johnson will resubmit his location information to the State's design section requesting all surfacing items be eliminated from the contract.

Attached are my pencilled notes of the detailed review and a copy of Mr. Shirley's letter to Mr. Johnson submitting the location information to Design for final design.

12/17/74

7-1

Bob Johnson
Owen
ER - Lower Grave Cr. Rd
state Design
Work Area #1

MP 0^4 to 0^6 2'' 0+75 - 10+21

Original 4500 Fill
2000 R.prop
state Raised grade 4'±
Emb 7600 —
Base 1415 → 7^{50} Extra
Hotmix 341 ton → 18^{25}

53,000 Exc comes from this area

Work Area #2 = MP .8 & .9

Est Emb 5500 $60,000
R.p Rap 5500
state
Emb 22,739 — 3^{25}
Surf Base 2631 @ 7^{50} } Extra
AC 634 ton @ 18^{25}

#3 = MP. 1^{4} - 1^{5}

Emb ok
Est 1200
State 1700
Diff in surfacing
State surfacing whole area
I recommended only surfacing
washed out area - signif. diff.
315 c.y. Base
87 ton Asphalt

#4 = 1^{9}
≈ Base {250 ton mix
1036 base
State - 10,000 c.y Emb
Est ≈ 1,000
Diff - State reshaping
fullsection
Est. only end dump to fill
pockets -
Reason: There was an old
washout, evidenced by
vegitation in slope

7-10

Area 5 = MP 2.1 & 2.2
state Emb 1150 m
Base - 1258
AC 303

Est Emb. 2700 -

DEPARTMENT OF ROADS
JOSEPHINE COUNTY OREGON
COUNTY COURTHOUSE - GRANTS PASS, OREGON 97526

June 5, 1974

Mr. Si Cox
County-City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: ER - Temporary Repair
Report - 1974 Storm Damage
LOWER GRAVE CREEK ROAD
FAS 17-100

Dear Sir:

This information is in reply to your letter dated April 4, 1974, for information on temporary damage to FAS roads caused during the 1974 storm in Josephine County.

1. Lower Grave Creek Road washed out at the rock creek culvert. A 72 inch diameter CMP was washed away and the road completely blocked. Several families were isolated because Lower Grave Creek Road was also washed out by the overflow of Reuben Creek.

   County forces replaced approximately 1500 cubic yards of embankment 100 cubic yards of rock surfacing and replaced the 72 inch diameter CMP with 70 feet of 112"x73" arch pipe.

   Emergency repairs were made by Spalding & Sons on Lower Grave Creek Road at Reuben Creek and temporary work by County forces where Reuben Creek had broken around the end of Reuben Creek Bridge and washed out road fill and rock surfacing.

2. Temporary repairs were completed on March 15, 1974.

3. Total of temporary work costs:

a. Labor	$ 3,291.98
b. Equipment	2,236.30
c. Materials	4,376.46
Total	$ 9,904.74

Permanent
State Contract

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

4. Typical section attached

5. Permanent repair is a part of the work at Rock Creek culvert.

6. Date of the disaster - January 14, 1974.

Sincerely,

W. D. Owen

W. D. Owen, Supervisor
Engineering Division

WDO:mf

(Form ER-3c)

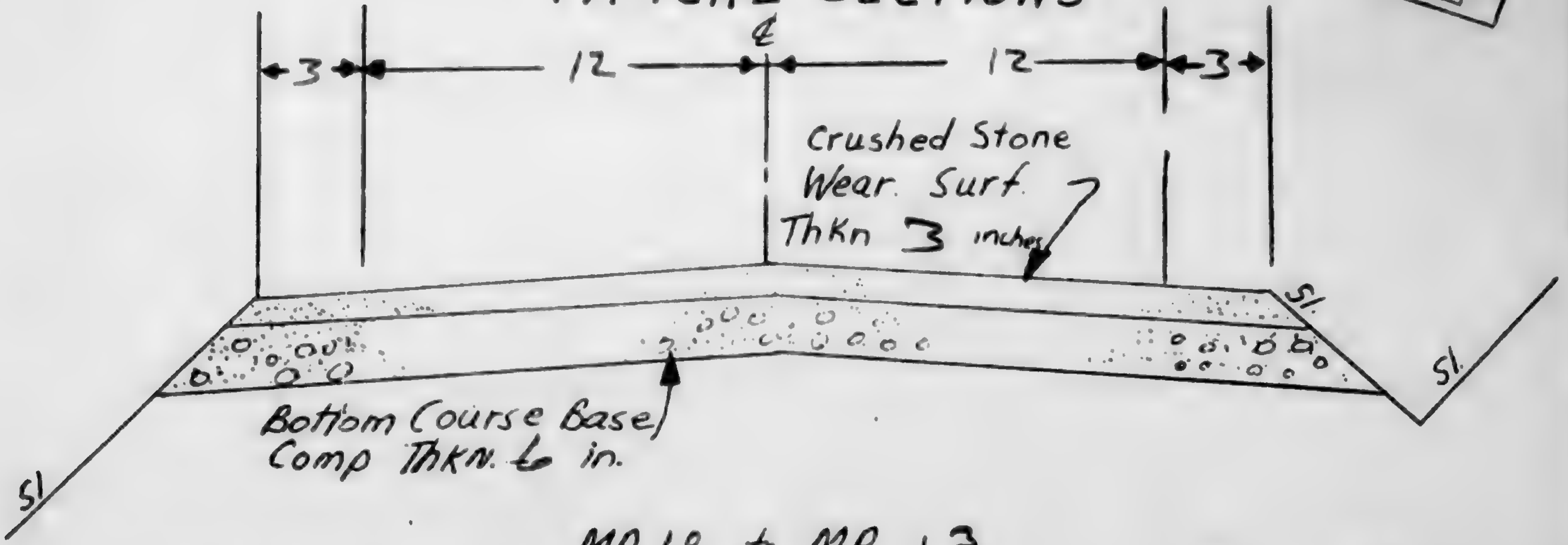
RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

JOSEPHINE COUNTY

LOWER GRAVE CREEK ROAD FAS 17-100

ER ______

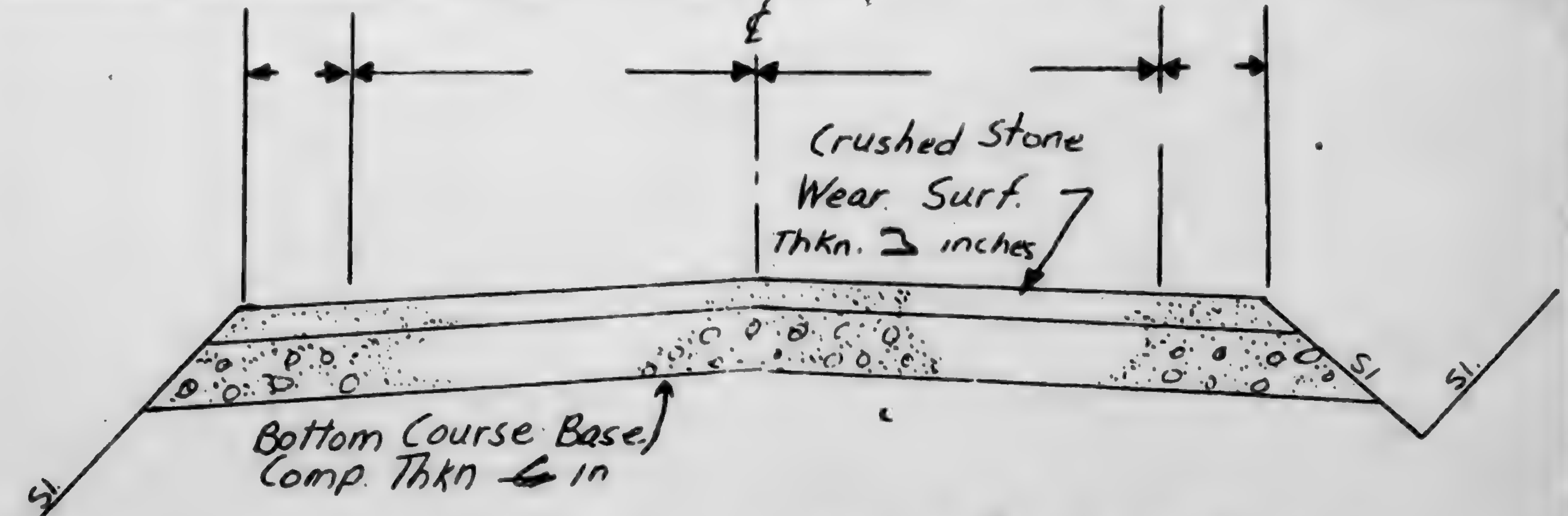
TYPICAL SECTIONS


3
12
℄
12
3
Crushed Stone Wear. Surf. Thkn 3 inches
Sl.
Sl.
Sl
Bottom Course Base Comp Thkn. 6 in.

MP $1^{\underline{0}}$ to MP $1^{\underline{3}}$

Description of Work Reuben Creek overflowed washing approaches to Reuben Creek Bridge and adjacent roadway

Completion Date Mar 74


℄
Crushed Stone Wear. Surf. Thkn. 3 inches
Sl
Sl.
Sl
Bottom Course Base Comp. Thkn 6 in

MP to MP $2^{\underline{3}}$ Rock Creek

Description of Work Rock Creek overflowed, washing out a 6 foot diameter CMP. County replaced structure with 112" x 73" arch pipe, embankment, and rock surface

Completion Date

COUNTY ROAD ER ~~FAS-C~~ PROJECT REQUEST

Name of County Josephine FAS No. 17-100 Date 6/5/74
County Road Name Lower Grave Creek Road
Section Name Reuben Creek [redacted] Rock Creek
Type of Project Storm damage and shoulder repair
Location of Project (Attach sketch map) ______
ADT 100 Design Speed 30

Is this request for county bridge design only? Yes ______ No ✓
county FAS bridge design? Yes ______ No ✓
Will County hire consultant for this project? Yes ✓ No ______
(If answer is Yes, then all aspects of PPM 40-6 must be observed.)

I. PROPOSED ROAD PROJECT DATA

1. Traveled Surface: Type Penetration Mat Total Travel Width 24
(AC, Pug Cold Mix, Penetration Mat)

2. Shoulders: Type Crushed rock Width Each Side 2 feet
(AC, Pug Cold Mix, Oil Mat) Total Top Width 28 feet

3. Grading & Drainage:
By County ______ County Date of Completion ______ By Contract ✓

4. Bottom Base Course:
By County ______ County Date of Completion ______ By Contract ✓
Has base design been given to County? Yes ______ No ✓
Will it be furnished? Yes ______ No ______

5. Leveling Course:
By County ______ County Date of Completion ______ By Contract ✓

6. Binder Course:
By County ______ County Date of Completion ______ By Contract ✓

7. Traveled Surface & Shoulders:
By County ______ County Date of Completion ______ By Contract ✓

8. Clearing:
By County ______ County Date of Completion ______ By Contract ✓

9. Curbs:
Curbs Required? Yes ______ No ✓
Type Desired (rolled, exposure, monolithic, special county standard, etc.)
______
Width between curbs ______

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1974
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

10. Pedestrian Walkway & Bicycle Trails
Are walkways or trails desired? Yes__________No__________
If answer is No, which of the following applies?
Contrary to public safety_________Cost excessive to need or use__________
Sparse population____________Area exempt from bike law______________
What is desired width of trail or walkway______________ft.
What type of surface treatment is desired________________________________
(PCC, AC, gravel, pug cold mix)
Will trail or walkway be contiguous to travel lane? Yes__________No____________
What type of separation from roadway will be used?______________________________
(curb, guardrail, painted line, median)
Will trail or walkway occupy both sides of roadway? Yes___________No___________
(Typical section of pedestrian walkway or bike trail showing relative position in relation to roadway should accompany application.)

11. Are there any structures to be replaced or altered? [✓ Yes] CMP No___________

12. Will replacement be by: [✓ County] Contract_____________
(NOTE: If by contract, fill out bridge project data on pages 3 and 4.)

13. **Will County adjust structure to new grade?** Yes____ [✓ No]

14. **Will County adjust structure to additional width?** [✓ Yes] No_____

15. **Will adjusted width be standard?** [✓ Yes] No_____
(NOTE: Standard width of structure is traveled way plus full shoulders.)

16. **Does County wish rounding of cutbanks?** Yes_____ [✓ No]

17. **Does County wish sight posts installed?** [✓ Yes] No_____

18. **Does County wish State to permanently stripe project?** Yes_____ [✓ No]

19. **Will County do striping?** [✓ Yes] No_____

20. **Does County wish guardrail installed?** [✓ Yes] No_____
By County________ [✓ Contractor]
(NOTE: Guardrail, as shown on the plans, must be installed before FHWA will accept completed project.)

21. Does County wish permanent erosion control? [✓ Yes] No_____
By seeding and mulching Yes_____ [✓ No]
By rock blanket [✓ Yes] No_____
(NOTE: Where temporary erosion control is necessary, it must be done by Contractor.)

22. Can road be closed during construction? Yes_____ [✓ No]

23. Can through traffic be detoured? Yes_____ [✓ No]

24. Must new detour be constructed? Yes_____ [✓ No]

25. Will detour be constructed and maintained by County? Yes____ [✓ No]____

26. Will detour be constructed & maintained by Contractor? Yes____ [✓ No]____

27. Will County sign project outside work area during construction?
[✓ Yes]____ No____

28. Will Contractor sign project outside work area during construction?
Yes____ [✓ No]____

29. Should contract provide for permanent signing? Yes____ [✓ No]____

30. Should State do permanent signing? Yes____ [✓ No]____

31. Will traffic signals be required? Yes____ [✓ No]____
If yes, give location and type desired____________________.

32. Is project contingent upon other factors? Yes____ [✓ No]____
(Such as construction and timing, cooperative project by County, tie-in with other projects, etc.)

If yes, explain____________________

Remarks re Section I:____________________

II. BRIDGE PROJECT DATA

1. Name of river or stream____________________

2. Name of bridge____________________

3. Dimensions of existing bridge. Length______ Roadway Width______

4. Type of design and material used in existing bridge.____________________

5. Location (please attach map with location marked):____________________
Section________Township________________Range________________W.M.

6. Desired width of proposed bridge______________ Approx. length __________
(NOTE: Standard width of FAS structure is traveled way plus full shoulders.)

7. Are sidewalks desired? Yes______No______
Upstream__________Downstream__________Width__________

8. Does County wish a particular type of bridge design? Yes______No______
(Such as concrete, steel, or timber structure; concrete, steel, or timber piling; etc.)____
____
(NOTE: County must place wearing surface on slab deck structures unless otherwise declared.)

9. Will County furnish any materials for bridge? Yes______No______
Explain____
____
____

10. Foundation Testing: By County? Yes______No______
By State? Yes______No______

11. Will County close road during construction? Yes______No______

12. Can presently established road be used as detour? Yes______No______

13. Must a new detour be constructed? Yes______ No______

14. Will detour be constructed & maintained by County? Yes______ No______

15. Will detour be constructed & maintained by Contractor? Yes______ No______

16. Will County sign project outside work area during construction?
Yes______No______

17. Will Contractor sign project outside work area during construction?
Yes______No______

18. Approaches or Connections by County Yes______ No______
by Contractor Yes______ No______

Traveled surface: Type______________ Width______________
Shoulder surface: Type______________ Width______________
(NOTE: Approach fills for pile bent structures must be in place prior to bridge construction.)

19. Are there any side approaches into main roadway within 200 feet of structure?
Yes______No______

N.W. quadrant distance from structure______________
N.E. quadrant distance from structure______________
S.W. quadrant distance from structure______________
S.E. quadrant distance from structure______________

20. **Guardrail:** Desired on approaches or connections: Yes_____ No_____
By County _______ Contractor_______
Right side only? Yes______ No______
Both sides? Yes_____ No_____

(NOTE: Safety standards require that guardrails be attached to and extend continuously from structure railings. Also, County's approach work must be completed immediately so as not to hinder the contractor's guardrail installation or otherwise delay contract completion.) Guardrail must be installed before FHWA will accept completed project.

21. Existing Structure: Remain in place? Yes_____ No_____
Use for detour? Yes_____ No_____
Removed by County? Yes_____ No_____
Removed by Contractor? Yes_____ No_____
Salvaged by Contractor for County? Yes_____ No_____

(NOTE: If existing bridge salvaged by Contractor for County, County must pay 100% of salvage value of structure.)

22. If riprap or rock blanket required, to be:

By County? Yes_____ No_____
By Contractor? Yes_____ No_____

23. Will any of the following utilities be attached to this structure?
a. Water mains: Yes________ No________ Size___________
Company____
b. Sanitary sewer mains: Yes________ No________ Size___________
Company____
c. Storm sewer: Yes________ No________ Size___________
Company____
d. Gas mains: Yes________ No________ Size___________
Company____
e. Power lines: Yes________ No________ Size___________
Company____
f. Telephone lines: Yes________ No________ Size___________
Company____
g. Other Utilities:_______________________________________
____

24. Does County wish provisions made for future utility attachment to structure? Yes________ No________

25. Does County wish lightpost bases and conduit installed?
Yes________ No________

26. Does County wish complete job of illumination in project?
Yes________ No________

27. Is project contingent upon other factors? Yes_______ No_______
(Such as construction and timing, cooperative project by County, tie-in with outside projects, etc.)

If yes, explain: ________________________________

____

____

____

Remarks re Section II: ________________________________

____

____

____

III. SURVEY DATA

1. Survey, including bridge and railroad vicinity maps, to be done:
   By State? [✓ Yes] ________ No ________
   By Consultant? Ye[redacted] [✓ No] ________
   By County? Yes ________ No ________
   (NOTE: a. If project is cancelled, County must pay for survey.
   b. Early determination of any deviation from standards is essential, so that concurrence by FHWA may be obtained.)

2. Does County have any survey data? Yes ________ [✓ No] ________

3. Construction plans and specifications to be prepared:
   By State? [✓ Yes] ________ No ________
   By Consultant? Yes ________ No ________
   By County? Yes ________ No ________

4. Does County desire center line to be permanently monumented as part of project? Yes ________ [✓ No] ________

5. Does County desire right-of-way to be permanently monumented as part of project? Yes ________ [✓ No] ________
   (NOTE: Right-of-way monumenting will necessitate special programming.)

Remarks re Section III: (Note: Projects for which Preliminary Survey Plans and Estimates only are requested must be constructed within a five-year period, or all funds expended other than County funds must he refunded to State.)

____

____

____

____

____

____

[illegible] ROAD

IV. RIGHT-OF-WAY & UTILITIES DATA

1. What is width of existing right-of-way? Maximum _______ Minimum________

2. Is any additional right-of-way needed? Yes_____ No_____

3. Should State prepare options? Yes_____ No_____

4. Should State negotiate & acquire right-of-way in behalf of County? Yes___No___

5. Should State prepare centerline descriptions for acquiring right-of-way by resolution? Yes_____ No_____

6. Should material source site be included in right-of-way descriptions? Yes_____ No_____

7. Is there any merchantable timber on right-of-way? Yes_____ [✓ No_____]

8. Will timber be reserved for owner? Yes_____ [✓ No_____]
If removed by County or individual, must be done prior advertisement for bids.
If removed by contractor for owner, the County must pay 100% removal costs or pay State value of timber.

9. Will timber become property of contractor? [✓ Yes_____] No_____

10. Is a hearing necessary? Yes_____ [✓ No_____]
(NOTE: If right-of-way is procured, if function of roadway is changed, an opportunity for a hearing must be afforded.)

11. Are there any utilities (electric, water, gas, sewer, etc.,) on private land? [✓ Yes_____] No_____
If yes, give type and name of utility company:_________________________
____

12. Are there any utilities (electric, water, gas, sewer, etc.) on existing right-of-way? [✓ Yes_____] No_____
If yes, give type and name of utility company:_________________________
____

13. Are utilities on existing right-of-way by permit ______ or
by franchise [✓ _______]
(NOTE: County must move all utilities on present right-of-way.)

14. Are there any irrigation facilities: Yes_____ [✓ No_____]
If yes, give name of irrigation company or district_________________
____
and dates between which water can be turned off: From_______________
To__________________

15. Are there any railroad crossings? Yes_____ [✓ No_____]

16. Name of Railroad____

17. Number of tracks: Mainline_____ Siding_____ Total_____

18. Sight Distance: _______________ (Left) _______________(Right)

19. Number of Trains: Passenger___________ Speed__________
Freight_____________ Speed__________

20. Angle of Intersection:____

21. Type of Existing Crossing: Grade _______
Overcrossing _______
Undercrossing _______

22. Existing Protection:
Advance warning signs______ Automatic flashing______ Stop signs______
Crossbucks ______ Automatic bell ______ Gates ______

23. Proposed Protection:____
____

24. Are there to be stopping lanes for buses and trucks, etc.
Yes______ [✓ No]______

25. Will railroad crossing be altered: Yes______ No______
If yes, specify:____

26. Traffic Control Signing:
To be part of project? Yes_____ [✓ No]_____
By County? Yes_____ [✓ No]_____
By State at County expense? [✓ Yes]_____ No_____
(NOTE: These signs must be in place prior to acceptance.)

27. Striping:
To be part of project? Yes_____ [✓ No]_____
By County? Yes_____ [✓ No]_____
By State at County expense? Yes_____ [✓ No]_____

28. Does County wish State to prepare P.U.C. hearing data? Yes_____ [✓ No]_____

29. Will P.U.C. application be made by State_______ or County______?
(NOTE: County must plead or argue its own case at all P.U.C. hearings.)

30. Will there be any displaced persons from farms, homes, or business requiring relocation assistance? Yes_____ [✓ No]_____
(NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

Remarks re Section IV____
____
____

V. MATERIAL SOURCES DATA

1. Gravel ✓ Quarry ✓ Cinders ________
2. Owner: County ✓ State ______ Private ✓ Other ______
3. Location: ________ Section ______ Township ________ Range ______ W.M.
4. If County lease, what are royalty payments? ________
5. Materials furnished by County: Borrow ______ Select Topping ______
Base Course ______ Level Course ______ Mineral Agregates ______
Location ________
Miscellaneous Items ________

Remarks re Section V ________

VI. FINANCIAL DATA

1. Estimated Cost: $ 158,370
2. Available FAS Funds $ N/A Financed by State & Federal Funds
3. Does County wish advancement of future Federal funds? Yes ____ No ✓
Amount ________
4. Date match money is available N/A
5. Will there be any 100% County money? Yes ______ No ______
6. Maximum amount of 100% County money available: $ N/A
7. Date County requests letting: As soon as possible

Remarks re Section VI ________

UNUSUAL OR COMPLICATED CIRCUMSTANCES: ________

This application is the express desire of the County.

This application is not complete without an attached exhibit showing location of project.

By Anne G. Basker
County Judge or Comm. Chairman

By Jas. C. Longbridge
County Commissioner

By Glen A. Calvert
County Commissioner

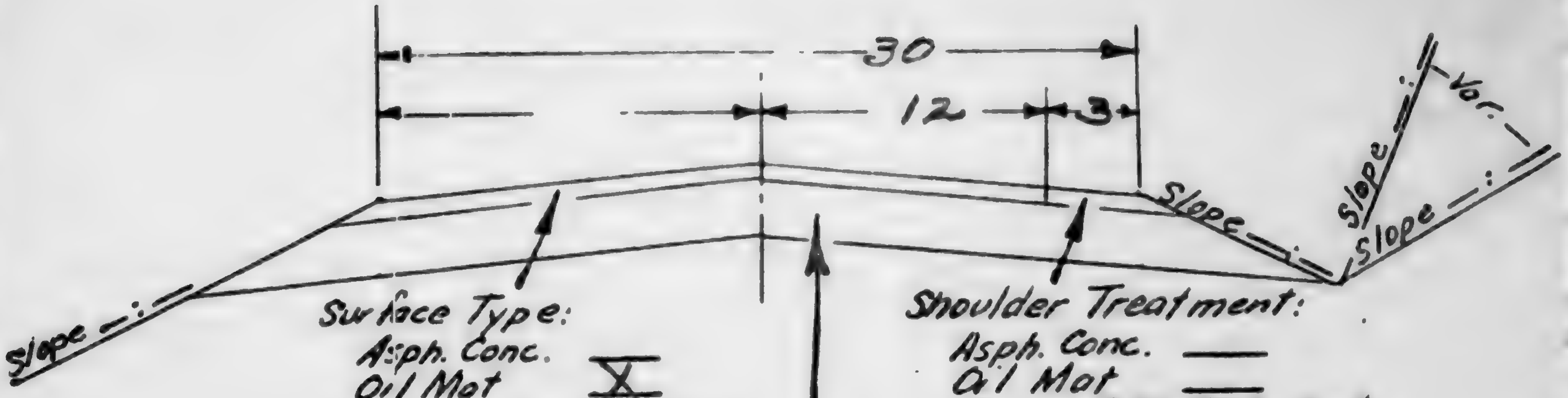
By John F. Beal
County Engineer or Roadmaster

County ________
Date ________

____
O.S.H.D. Field Engineer

Date ________

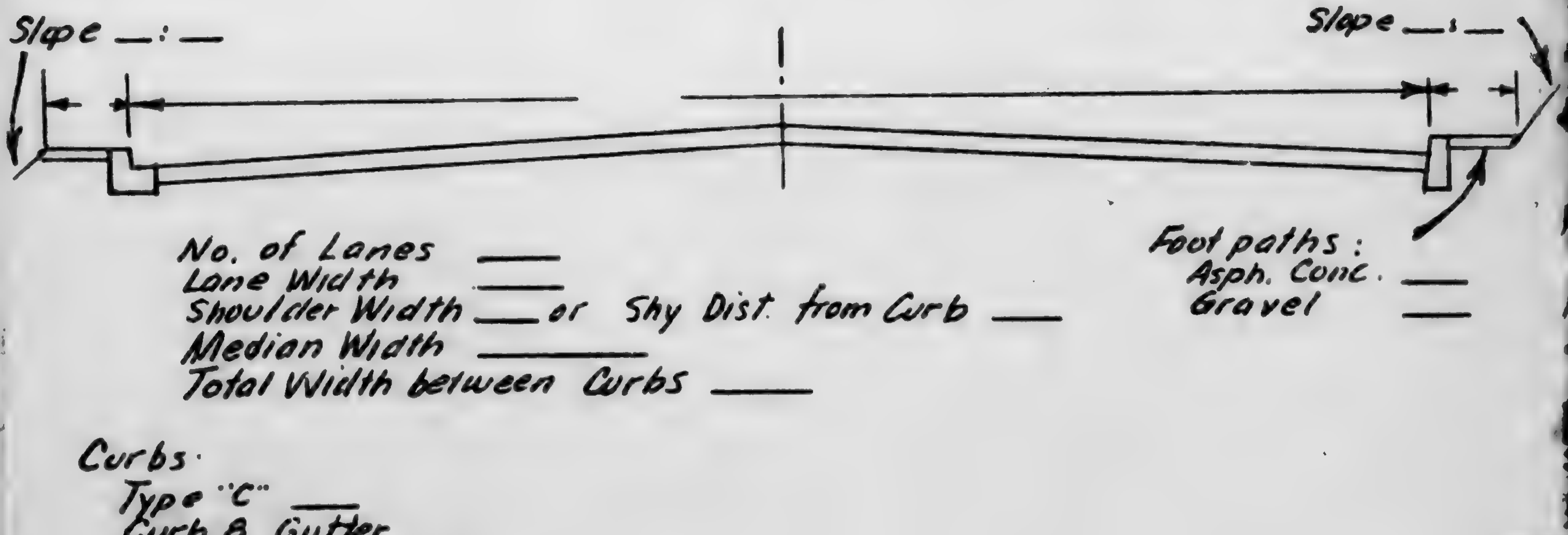
TYPICAL SECTION


30
12
3
Slope
Slope
Slope
Var.
Slope _ : _

Surface Type:
Asph. Conc.
Oil Mat X
Other ___

Shoulder Treatment:
Asph. Conc. ___
Oil Mat ___
Other CRUSHED Rock

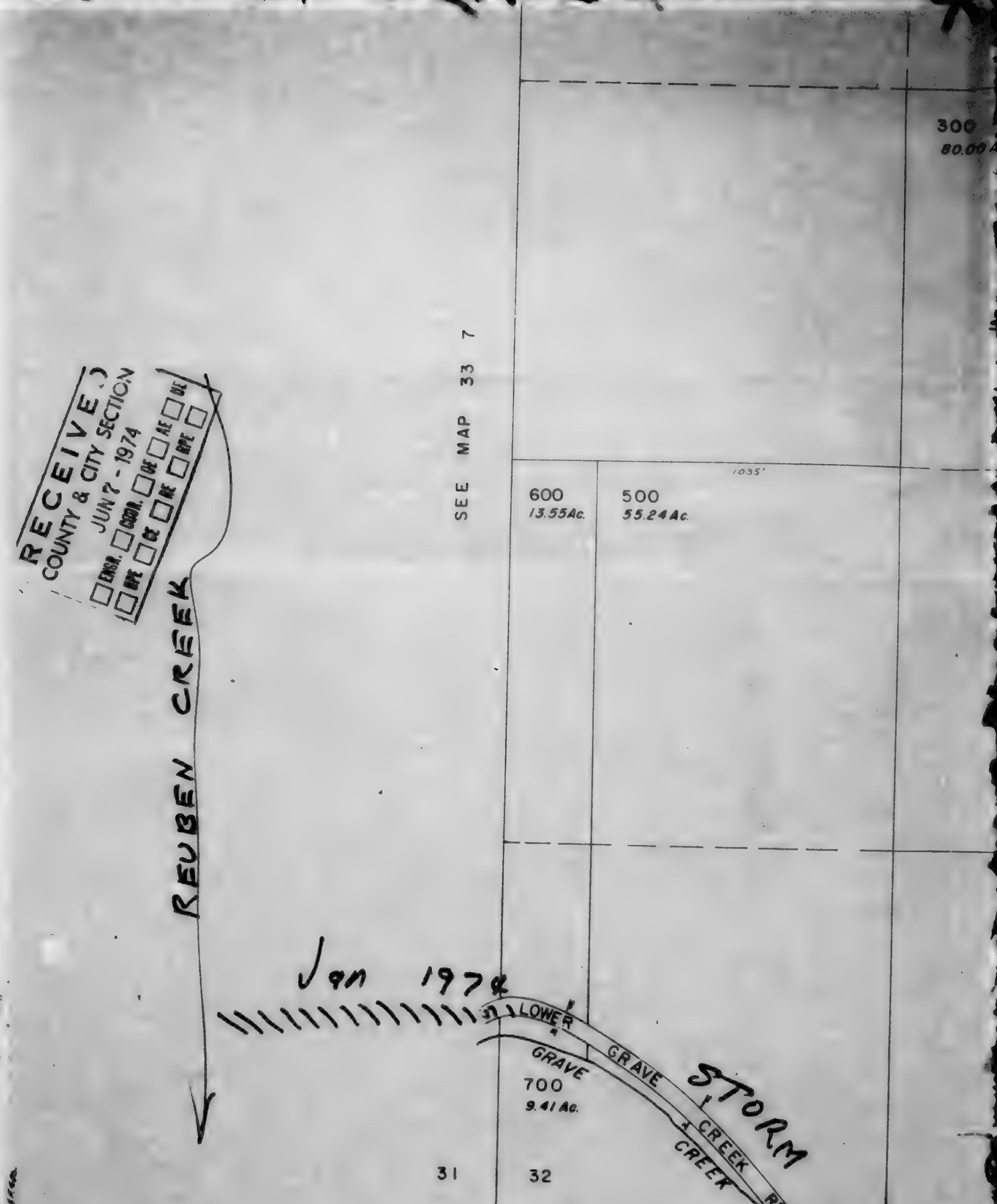
Type of Base:
Pit or Quarry Run ___
Crushed Stone X
Asph. Treated ___
Cement Treated ___


Slope _ : _
Slope _ : _

No. of Lanes ___
Lane Width ___
Shoulder Width ___ or Shy Dist. from Curb ___
Median Width ___
Total Width between Curbs ___

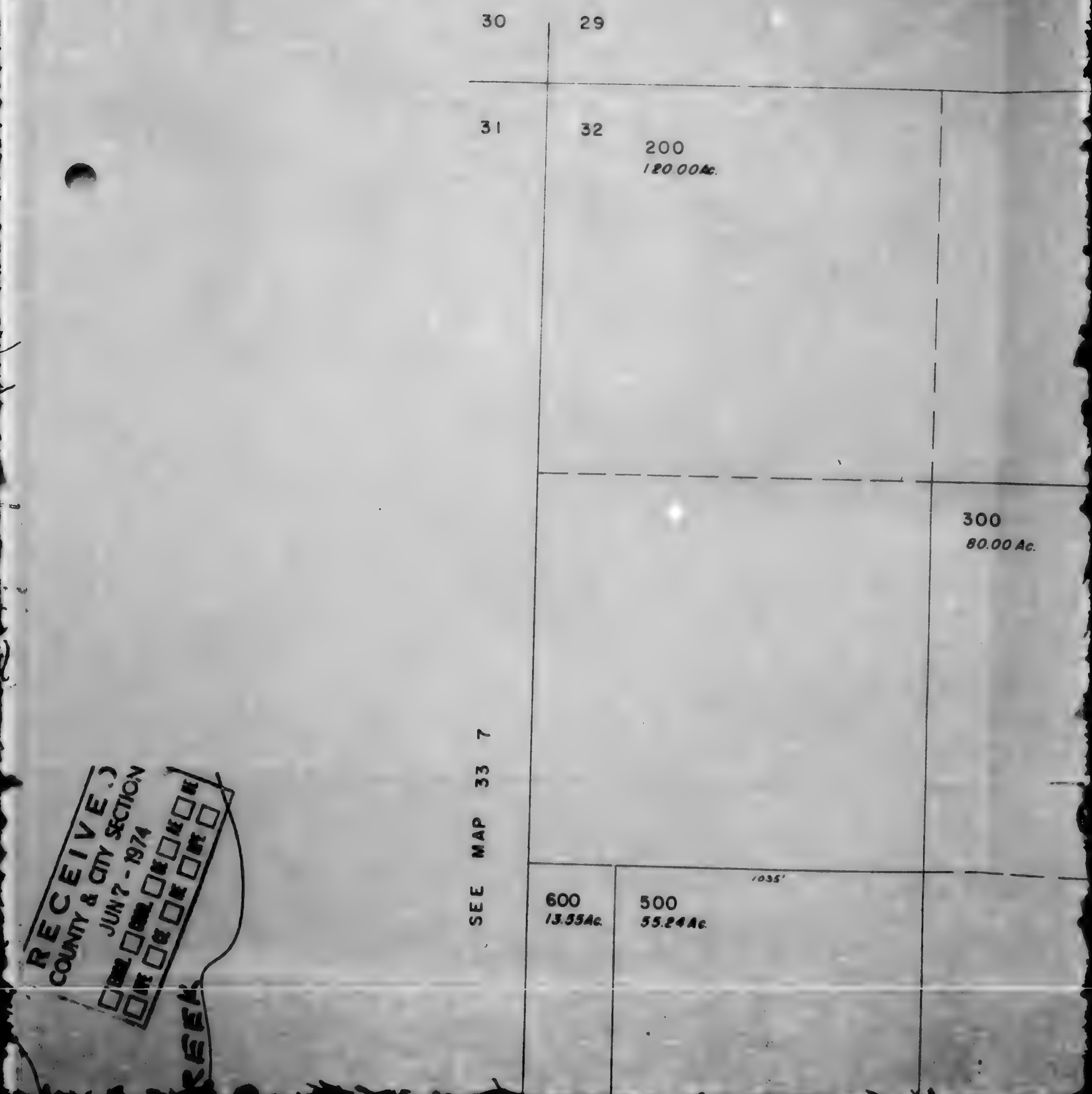
Foot paths:
Asph. Conc. ___
Gravel ___

Curbs:
Type "C" ___
Curb & Gutter ___
Other ___

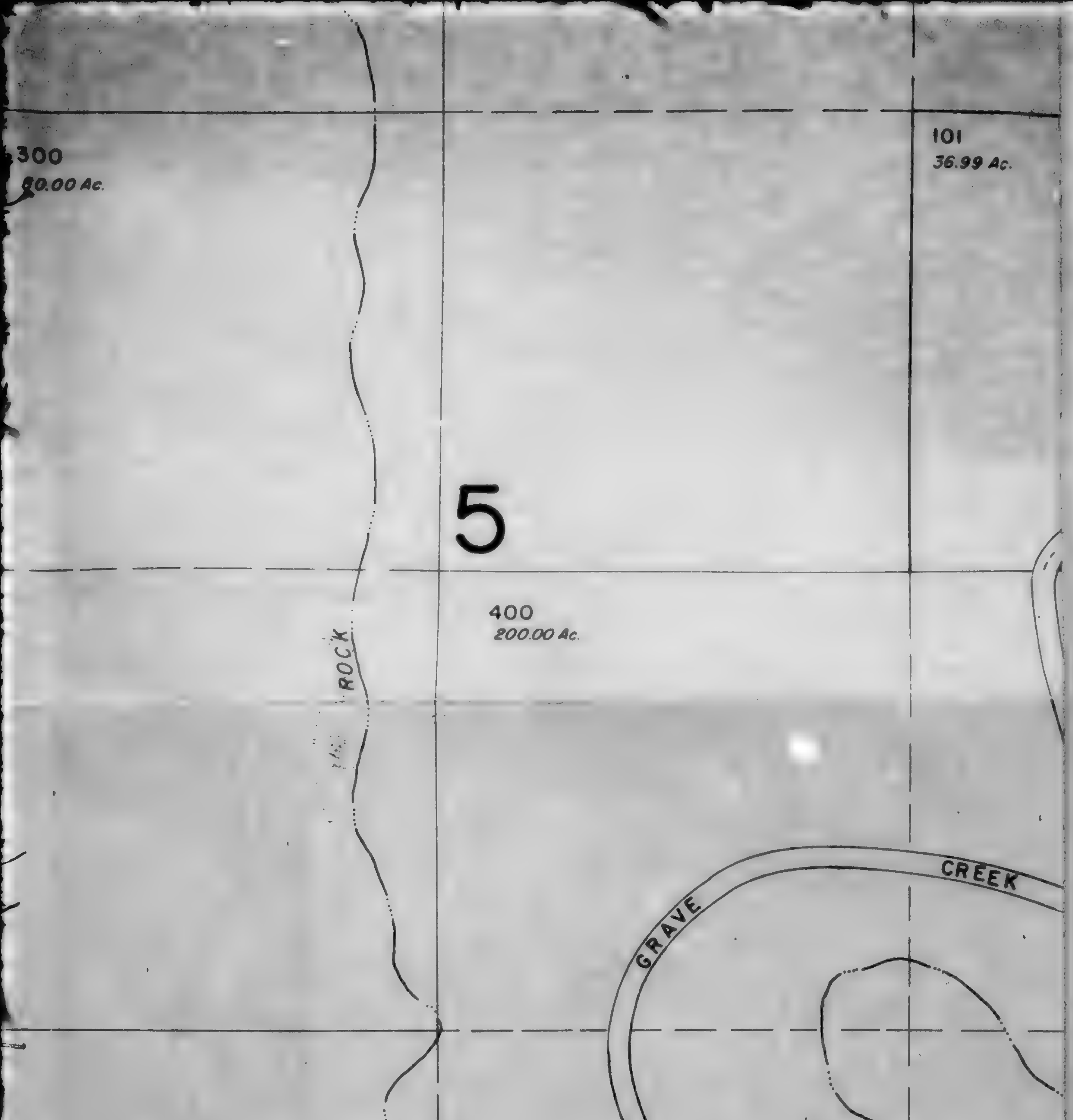

SEE MAP 33 7
300
80.00 A
1035'
600
13.55Ac.
500
55.24Ac.
REUBEN CREEK
Jan 1974
LOWER GRAVE CREEK RD
GRAVE CREEK
STORM
700
9.41Ac.
31
32
6
5

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1974
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ DE
☐ DPE ☐ CE ☐ RE ☐ DPE ☐

BOOK 1

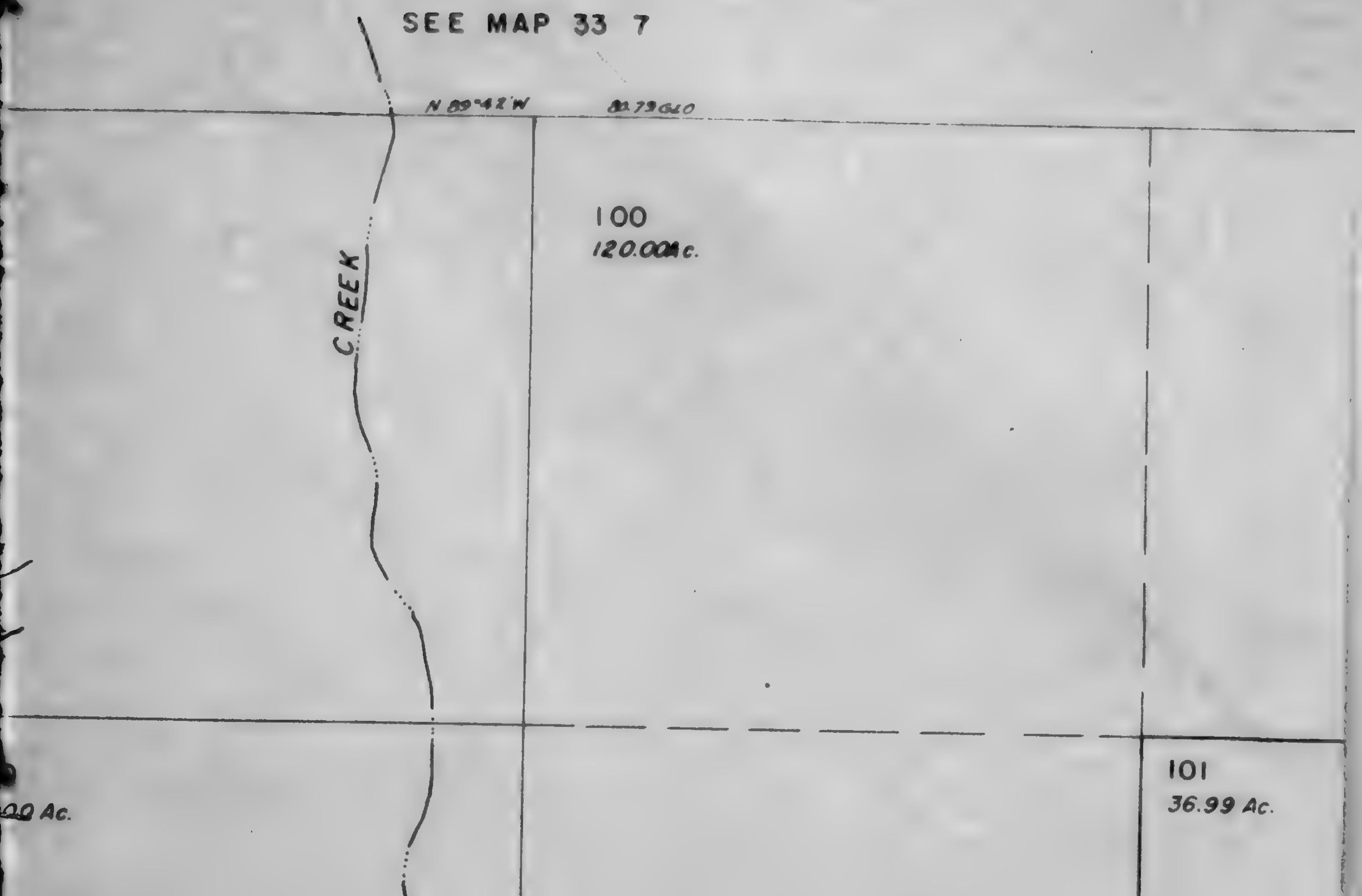

30
29
31
32
200
120.00Ac.
300
80.00 Ac.
1035'
600
13.55Ac.
500
55.24Ac.
SEE MAP 33 7
REEK

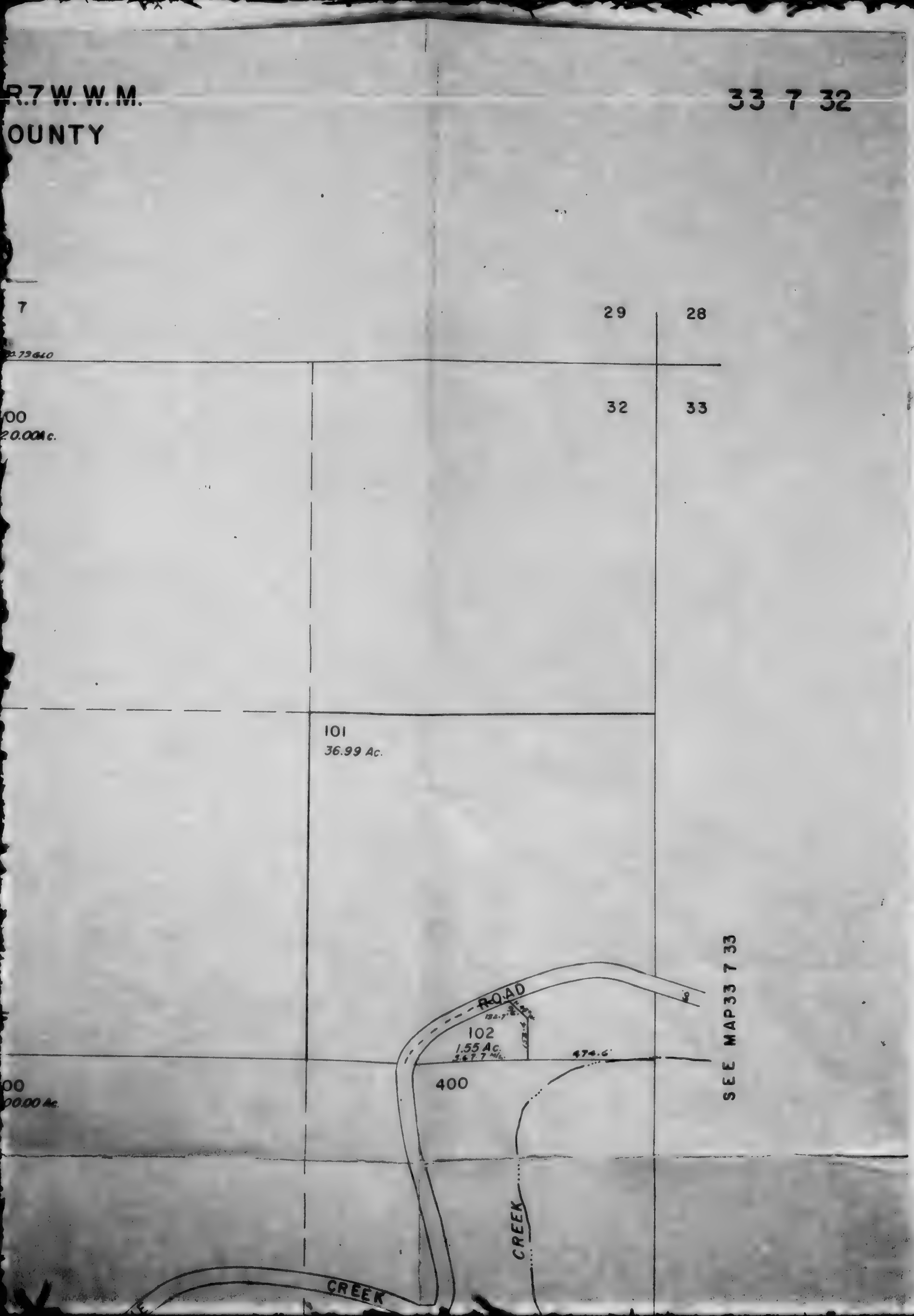
RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1974

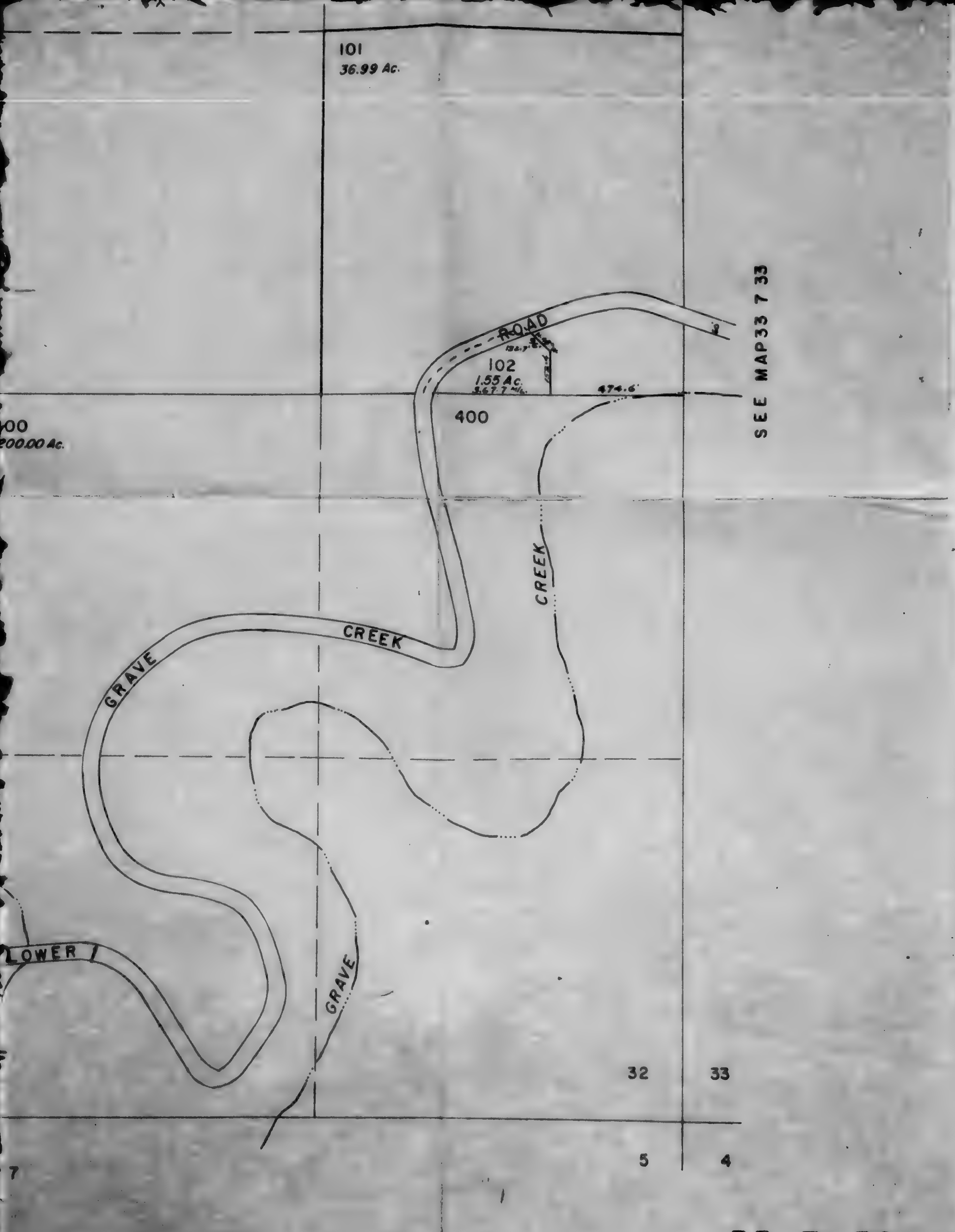

300
80.00 Ac.
101
36.99 Ac.
5
400
200.00 Ac.
ROCK
GRAVE CREEK
LOWER
DAMAGE
GRAVE
CREEK
GRAVE
SEE MAP 34 7

SECTION 32 T.33 S. R.7 W. W. M.
JOSEPHINE COUNTY

1" = 400'


SEE MAP 33 7
N 89°43'W
80.73 G.L.O.
CREEK
100
120.00Ac.
.00 Ac.
101
36.99 Ac.
5
400
200.00 Ac.
ROCK

R.7 W. W. M.
OUNTY
33 7 32
7
29
28
32
33
00
20.00Ac.
101
36.99 Ac.
ROAD
102
1.55 Ac.
474.6'
400
00
00.00 Ac.
SEE MAP33 7 33
CREEK
CREEK

101
36.99 Ac.
102
1.55 Ac.
132.7'
474.6'
ROAD
SEE MAP33 7 33
400
00
200.00 Ac.
GRAVE
CREEK
CREEK
LOWER
GRAVE
32
33
5
4
7
33 7 32

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Date of Inspection 7/12/74 Disaster [illegible] 16, 1974 Applicant Josephine [illegible]

Inspection Made By T. P. Lowe, Area Engineer Type of Work: T - Temporary Emergency Work P

RECEIVED
COUNTY & CITY SECTION
MAR 20 1974
☐ [illegible] ☑ COOR. ☐ CE ☐ AS ☐ [illegible]
☐ [illegible] ☐ CE ☐ [illegible] ☐ [illegible] ☐

Road Name	System	M.P.	Photo No.	Type Work	Description and/or Materials	Quantity	Unit	Unit Price	Cost	R
Lower Graves Creek Rd. Co. No. 1300	S	$0^{4} - 0^{6}$	3 & 4	P	Riprap embankment	2000	c.y.	10.00	20,000	*Source for ri
				P	Embankment	4000	c.y.	1.00	4,000	Therefore, it
	FAS 17-100	0^{8}	5	P	Riprap	1500	c.y.	10.00	15,000	a long distanc
				P	Embankment	1500	c.y.	1.00	1,500	vary considera
		0^{9}	6	P	Riprap	4000	c.y.	10.00	40,000	location.
				P	Embankment	4000	c.y.	1.00	4,000	
		$1^{0} - 1^{3}$	7,8,9, 10 Ruben 11	T	Channel work Ruben Crk.	LS	—	—	400	Flood water fr
				P	Base	1200	c.y.	5.00	6,000	out numerous
				P	Asphalt	5	ton	100.00	500	along the Grav
				T	Embankment	1000	c.y.	1.00	1,000	embankment hac
				T	Riprap	500	c.y.	10.00	5,000	to the inspect
		$1^{4} - 1^{5}$	12	T	Embankment	800	c.y.	1.00	800	traffic.
				T	Riprap	400	c.y.	10.00	4,000	
				T	Baserock	50	c.y.	5.00	250	Permanent rep
				P	Asphalt	1	ton	100.00	100	replacing was
		1^{9}	1	P	Embankment	200	c.y.	1.00	200	and facing th
				P	Riprap	100	c.y.	10.00	1,000	blanket. Als
Lower Grave Creek Road Co. No. 1300		2.1	2	P	Riprap	600	cy	10.00	6,000	which consist
				P	Embankment	600	cy	1.75	1,050	baserock and
										to be replace
		2.3	3-newfill	T	Embankment	1500	cy	2.00	3,000	Rock creek -
			4-old pipe		Surface Rock	100	cy	6.00	600	CMP and embar
			5-new pipe		112x73" CMP	80	ft	70.00	5,600	replaced emb
					Riprap pipe ends	30	cy	10.00	300	112"x73"x80'

(more)

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT Form FHWA-68

/74 Disaster January 14, 1974 Applicant Josephine [illegible] Page _____ of _____

. Love, Area Engineer Type of Work: T - Temporary Emergency Work P - Permanent Repairs

P.	Photo No.	Type Work	Description and/or Materials	Quantity	Unit	Unit Price	Cost	Remarks
0-6	3 & 4	P	Riprap embankment	2000	c.y.	10.00	20,000	Source for riprap is not [illegible] Therefore, it [illegible] a long distance. [illegible] vary considerably [illegible] location.
		P	Embankment	4000	c.y.	1.00	4,000	
	5	P	Riprap	1500	c.y.	10.00	15,000	
		P	Embankment	1500	c.y.	1.00	1,500	
	6	P	Riprap	4000	c.y.	10.00	40,000	
		P	Embankment	4000	c.y.	1.00	4,000	
1-1	7,8,9, 10 Ruben 11	T	Channel work Ruben Crk.	LS	—	—	400	Flood water from [illegible] out numerous sections of [illegible] along the [illegible] embankment had been [illegible] to the [illegible] traffic.
		P	Base	1200	c.y.	5.00	6,000	
		P	Asphalt	5	ton	100.00	500	
		T	Embankment	1000	c.y.	1.00	1,000	
		T	Riprap	500	c.y.	10.00	5,000	
1-5	12	T	Embankment	800	c.y.	1.00	800	Permanent repairs will [illegible] replacing [illegible] and facing [illegible] blanket. [illegible] which consists of [illegible] baserock and [illegible] to be replaced.
		T	Riprap	400	c.y.	10.00	4,000	
		[illegible]	Baserock	50	c.y.	5.00	250	
		P	Asphalt	1	ton	100.00	100	
	1	P	Embankment	200	c.y.	1.00	200	
		P	Riprap	100	c.y.	10.00	1,000	
	2	P	Riprap	600	cy	10.00	6,000	
		P	Embankment	600	cy	1.75	1,050	
	3-newfill	T	Embankment	1500	cy	2.00	3,000	[illegible] - [illegible] CMP and embankment, [illegible] replaced [illegible] 111"x73"x[illegible]
	4-old pipe		Surface Rock	100	cy	6.00	600	
	5-new pipe		112x73" CMP	80	ft	70.00	5,600	
			Riprap pipe ends	30	cy	10.00	300	

(more)

EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT

Date of Inspection 2/11/74 Disaster 1/14/74 Applicant Josephine County Pa

Inspection Made By T. P. Lowe, Area Engineer Type of Work: T - Temporary Emergency Work P

CONTINUED

Road Name	System	M.P.	Photo No.	Type Work	Description and/or Materials	Quantity	Unit	Unit Price	Cost	Rem
Lower Grave Creek Road Co. No. 1300	S			T	18" CMP	40	ft	6.00	240.	About 3.5 miles we water from Graves about ½ mile of th Road. One 18" CM and ditches and sh eroded. About $10 done if the facil in kind.
					Minor grading	LS	-	-	500	
	17-102			P	Embankment	4500	cy	2.00	9,000	
					Surface Rock	800	cy	4.00	3,200	
					Chips	100	cy	10.00	1,000	
					Oil mat - asphalt	15	ton	90.00	1,350	
									135,590	It would take abou embankment to rais maximum of 3' thru and avoid a recur damage in this a the total cost to resurface at $14, of repairing the present location $2000. This sect flooded in 1964 a has flooded sever 1964 during normal
					Engineering and contingencies 20% on permanent work				22,780	
									158,370	

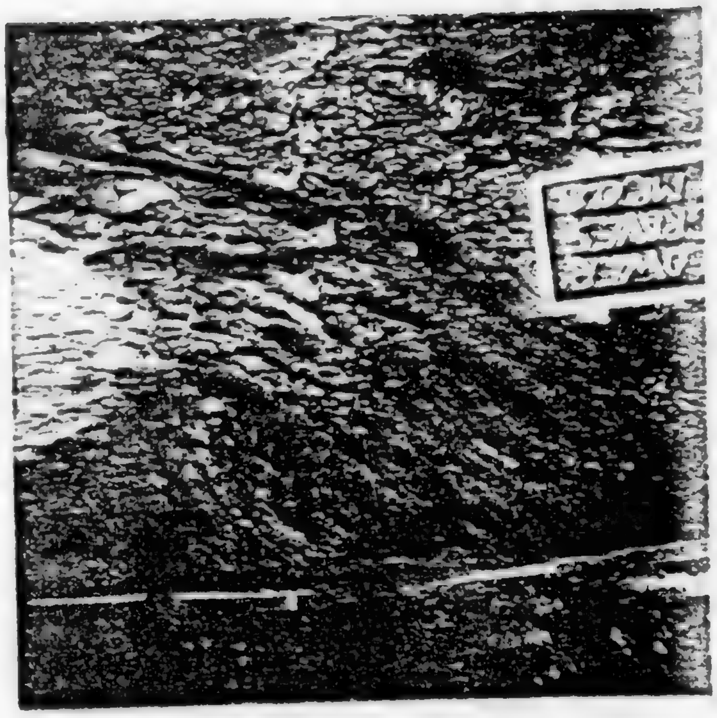
EMERGENCY RELIEF PROJECTS - DAMAGE ASSESSMENT REPORT Form FHWA-68

Disaster 1/14/74 Applicant Josephine County Page 2 of 2

rea Engineer Type of Work: T - Temporary Emergency Work P - Permanent Repairs

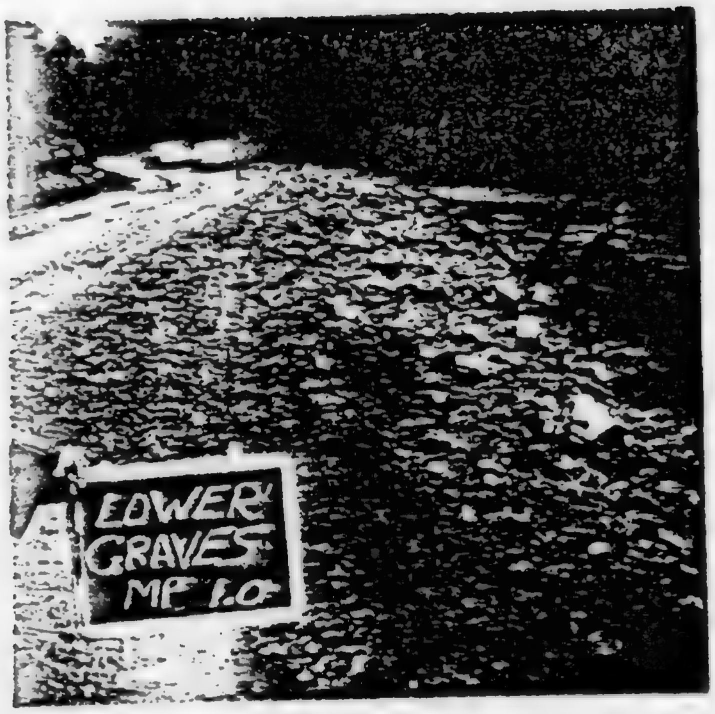
CONTINUED

Photo No.	Type Work	Description and/or Materials	Quantity	Unit	Unit Price	Cost	Remarks
	T	18" CMP	40	ft	6.00	240.	About 3.5 miles west of I-5, flood water from Graves Creek inundated about ½ mile of the Graves Creek Road. One 18" CMP was destroyed and ditches and shoulders were eroded. About $1000 damage was done if the facility were repaired in kind.
		Minor grading	LS	-	-	500	
	P	Embankment	4500	cy	2.00	9,000	
		Surface Rock	800	cy	4.00	3,200	
		Chips	100	cy	10.00	1,000	
		Oil mat - asphalt	15	ton	90.00	1,350	
						135,590	It would take about 4500 cy of embankment to raise the roadway a maximum of 3' thru this section and avoid a recurrance of flood damage in this area. I estimate the total cost to raise the grade and resurface at $14,500. The cost of repairing the roadway at its present location is estimated at $2000. This section of road was flooded in 1964 also and reportedly has flooded several times since 1964 during normal winter floods.
		Engineering and contingencies 20% on permanent work				22,780	
						158,370	



LOWER
GRAVES
MP 0.9

LOWER
GRAVES
MP 1.0



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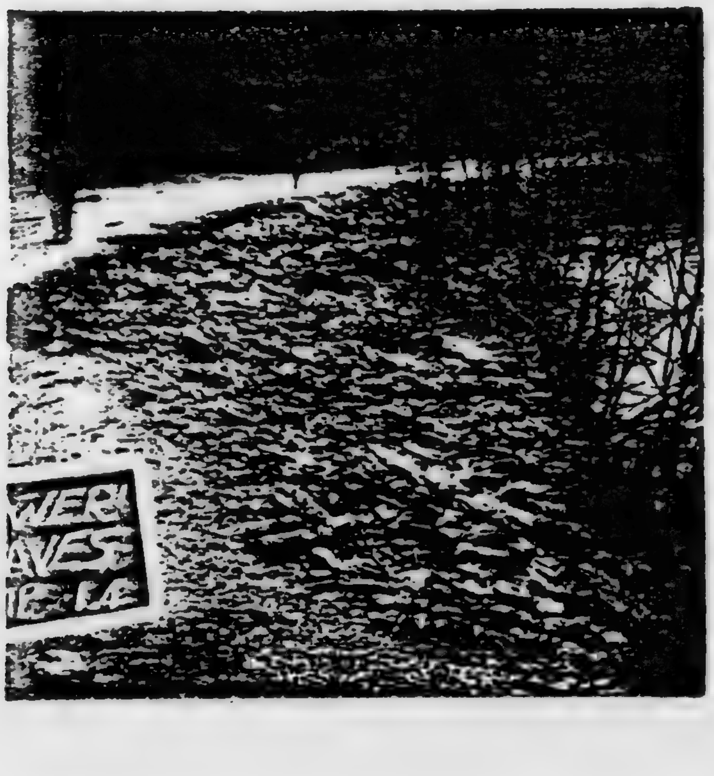
WER
AVES

8386 Carol Ave.-Maxwell Rd. Sec. 1976
(Prairie Rd.) N. of Eugene
(Grading, paving & tr. signals)

L c A 5217 5-5-75
7-1-76

7-8-

Form 81-734-1191 (Rev. 5/77)

OREGON STATE
HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-18-79	CC 1999		320 - 1081 - 297

BILL TO: Code:

Lane County
3040 N. Delta Hwy.
Eugene, Oregon 97401
Attn: George Price, County Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
FINAL BILLING PER ATTACHED ITEMIZED STATEMENT:			
Urban System Project M-1375(1) Carol Ave.-Maxwell Rd. Prairie Road Lane County Covered by Agreement dated 4-28-75 & 6-30-76 Contract No. 8386			
TOTAL COST			$747,919.24
Less Federal Funds Collected			367,500.00
Less State Share			51,344.68
County Share			329,074.56
County Advance Deposit			357,500.00
REFUND DUE COUNTY			$ 28,425.44
(Attach Itemized Statement to Invoice)			

Advance Deposit Amount	$357,500.00
Advance Deposit Previously Transferred to Highway Fund	$332,500.00
Balance	$ 25,000.00
Transfer to Highway Fund	$ - - -
Refund Due	$ 25,000.00

Amount Due . . . . . $

Partial or final request for billing FINAL

Number of the previous request in connection with this service. CC 1645

Submitted by:
GEZ
Gary E. Zehner

Approved:
Gerald Wimer

SP*35736 7-

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** May 18, 1979

COUNTY Lane **Contract No.** 8386 **Date Completed** 2-11-77

PROJECT # M-1375(1) **Section** Carol Ave.-Maxwell Rd., Prairie Rd.

PAYMENTS TO CONTRACTOR

ITEM			TOTAL COST
Total Contract Payments			$733,752.03
Construction Engineering			13,672.20
Training Expense			206.07
Interest Paid Contractor			288.94
TOTAL PROJECT COST			$747,919.24
Federal Aid Funds Collected			$367,500.00
BALANCE			$380,419.24
Non-Participating Costs:			
Contract Payments	$277,257.51		
Construction Engineering	183.43		
Interest	288.94		$277,729.88
AMOUNT TO BE SHARED BY STATE & COUNTY			$102,689.36
State Share: 50% of $102,689.36		=	$ 51,344.68
City Share: 50% of $106,689.36		=	$ 51,344.68
Plus Non-Participating Costs		=	$277,729.88
TOTAL CITY SHARE			$329,074.56

Reference: Billing Form CC 1999

FORM 734-1745

This Space for Use of Accounting Division

Invoice for Service Rendered or Goods Furnished the

OREGON STATE HIGHWAY DEPARTMENT

by

Lane County
3040 N. Delta Hwy.
Eugene, Oregon 97401

Attn: George Price, Co. Engr.

Date 5-18-79

Invoice No.

P. O. No.

Additional funds to be refunded to Lane County for Urban System Project M-1375(1) Carol Avenue-Maxwell Road Section of Prairie Road.

$3,425.44

REF: CC 1999
CC 1645

Gerald Wimer

9999-321.00 (89)

(MEMORANDUM)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATI
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

FHWA VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depository named in project agreement)*

PAID BY

ADDRESS Treasurer of the State of Oregon

Capitol Building
Salem, OR 97310

(For use of Paying Office)

STATE

Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☐ FINAL VOUCHER (*) X

VOUCHER PERIOD

FROM 5-26-76

TO 5-12-78

FEDERAL AID PROJECT NO.

LANE Co.

M-1375(1)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$747,997.07	$470,189.56	78.16%	$367,500.00	$367,500.00	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

V.E. Skoog
Controller

REMARKS

Oregon

12/5/78

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT [illegible] COSTS INCURRED UNDER PROJECT AGREEM

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Carol Ave. - [illegible]well Rd. Section FAU [illegible] (Prairie Rd.) Lane County					
	Construction Type Code 6203 Roadway (Sta. 18+55 To 99+00.64) CONTR. [illegible]					
	Final Contract Payment Summary	Lump Sum			$456,494.52	
	Construction Engineering					
	State	All Required			13,644.84	
	Total Participating Cost				$470,139.36	
	Non Participating Items					
	Final Contract Payment Summary	Lump Sum			$266,57[illegible].63	
	Interest Paid to Contractor	All Required			2[illegible].94	
	Construction Engineering	All Required			10,[illegible].14	
	Total Non Participating Cost				$277,217.71	
	TOTAL COST				$747,357.07	
	Prepared Based on Participating Costs as shown on Federal Billing as of 12/21/78					

AMOUNT CARRIED FORWARD .....

```
     COST SUMMARY                                                                  APRIL 1979         PAGE  190

                                                                                     FISCAL           GRAND TOTAL       ACTIVE YRS
DESCRIPTION OF JOB OR DEPARTMENT        PREFIX        FUNCTION   GR  CURRENT MONTH   YEAR TO DATE      TO DATE          BEG    END

  CAROL AVE-MAXWELL RD (EUGENE) CONT NO 8386 * FA PROJ NOS M   375001 100                               00          STATE
                                       320   1081      201      00 P 1 CONT. Pay.    265,904.63CR     456,494.52       76     79
                                       320   1081      201      00 N 1  "     "      276,582.51       277,257.51       77     79
                                       320   1081      206      00 N 1 Int.                               288.94       77     77
                                       320   1081      296      00 N 9 Tr. St.                        700,000.00CR     76     77
                                       320   1081      297      00 N 9 " Co.                          332,500.00       76     76
                                       320   1081      298      00 N 9 " Fed                          367,500.00       77     77
                                       320   1081      900      00 P 1 Const Engr.    10,633.19CR      11,994.54       76     79
                                       320   1081      900      00 N 1  "      "          12.17           183.43       76     79
                                       320   1081      900      01 P 1  "      "                        1,494.23       77     77
                                       320   1081      950      00 P 1 Training                           206.07       76     77
                                                       TOT      P1                   276,537.82CR     470,189.36
                                                       TOT      N1                   276,594.68       277,729.88
                                                    ** JOB TOTALS **              **      56.86  **   747,919.24  **

  BELTLINE RD-COBURG RD              CONT NO 8410   FA PROJ NOS M   038001 100                            00          STATE
                                       320   1084      201      00 P 1                  2,599.56    1,247,771.70       76     79
                                       320   1084      201      00 N 1                  4,185.00        4,185.00       78     78
                                       320   1084      203      00 P 1                  1,000.00        1,400.00CR     77     78
                                       320   1084      203      00 N 1                                    600.00       77     77
                                       320   1084      204      00 N 1     2,500.00     5,200.00                       76     79
                                       320   1084      206      00 N 1        48.33        48.33           48.33       79     79
                                       320   1084      210      01 N 1                                  4,194.76       77     77
                                       320   1084      270      01 P 1                                  1,786.58       77     77
                                       320   1084      270      02 P 1                                    387.00       77     77
                                       320   1084      296      00 N 9                              1,179,000.00CR     76     77
                                       320   1084      297      00 N 9                                360,000.00       76     76
                                       320   1084      298      00 N 9                                819,000.00       76     77
                                       320   1084      900      00 P 1        95.18       752.52       24,435.59       76     79
                                       320   1084      900      00 N 1                     18.35          442.48       76     78
                                       320   1084      900      02 P 1                                    812.08       77     77
                                       320   1084      985      00 P 1                                     77.19       76     77
                                                       TOT      P1            95.18     4,352.08    1,273,870.14
                                                       TOT      N1         2,548.33     9,451.68        9,470.57
                                                    ** JOB TOTALS **       2,643.51  ** 13,803.76  ** 1,283,340.71  **

  S 2ND RR CITY OF SPRINGFIELD  CONT NO         FA PROJ NOS SRS 005092 100                                00          STATE
                                       320   1086      205      01 N 1                  4,960.59CR      9,425.99CR     76     78
                                       320   1086      270      01 P 1                 49,605.98       93,065.77       76     78
                                       320   1086      296      00 N 9                 39,307.63CR     78,300.00CR     76     78
                                       320   1086      298      00 N 9                 39,007.63       78,300.00       76     78
                                       320   1086      900      00 P 1                                       .11       77     77
                                       320   1086      915      00 P 1                    320.72          496.89       76     78
                                                       TOT      P1                     49,926.70       93,562.77
                                                       TOT      N1                      4,960.59CR      9,425.99CR
                                                    ** JOB TOTALS **              **   44,966.11  **   84,136.78  **
```

☆U.S. GOVERNMENT PRINTING OFFICE: 19[illegible]

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (Region 3)
OSHD (H S Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 10	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 5/8/78	REPORT MADE BY Vincent Tabor, Ass't Area Engineer		PROJECT NO. M-1375(1)
COMPLETION DATE 1/11/77	ACCEPTANCE DATE BY CONTRACT AGENCY 8/10/77	TIME ELAPSED 100 %	CONTRACT TIME 200 days total
APPROVED EXTENSIONS 14 days (1/20/77)	LOCATION Prairie Road - from Card Avenue to Maxwell Road in Eugene - 1.52 miles.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

CAROL AVENUE-MAXWELL ROAD SECTION

This project provided for the construction of a 44-foot curbed section with continuous left turn lane, 5-foot shoulders, and a 5-foot sidewalk. Traffic signals were installed at the intersections of Irving Road and Maxwell Road.

Original overall project costs were estimated at $843,943, and final costs show an underrun of 2.32% to $824,345.

All matters addressed in the final inspection have been resolved, supporting data has been reviewed, and formal acceptance is recommended.

RECEIVED
STATE HWY ENGR
MAY 15 '78
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

5-15-78

***NOTE:** Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed by T. P. LOWE T. P. Lowe		SIGNATURE Original Signed by G. K. HOSSNER Field Operations Engineer G. K. Hossner	
TITLE Area Engineer	DATE 5/11/78	TITLE XXX Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8386-20

FORM APPROVED ***RCS HNG-30-02***
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FPM 20-2 and FPM 40-4)

ALL	*To be completed by Washington Headquarters Personnel*	16 18	19	2 4 / 22	5 / 23 24	25 8 / 27	9 / 28	12 / 30	13 15 / 31 33

CARD A

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN / RURAL
Oregon	Lane	M-1375(1)	URBAN X RURAL

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	
	CONSTRUCTION TYPE CODES		6203		DATE STARTED July 26, 1976
20	FINAL CONSTRUCTION COST	DOL.	724,568		DATE COMPLETED February 11, 1977
21	LENGTH OF PROJECT	MILES	1.524		TOTAL NO. BRIDGES 0

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD A	30	LABOR		TOTAL MAN HOURS 12,822	GROSS EARNINGS 130,080.00
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	463,354	
	9	PETROLEUM PRODUCTS	GAL.	26,363	
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.	17,412	
	92		CU. YD.		
	3	BITUMINOUS MATERIAL	GAL.		
	4	LUMBER	THSD BD FT	.5	
CARD D	5	TIMBER PILING	LIN. FT.		
	7	REINFORCING STEEL	LB.	11,799	
	8	STRUCTURAL STEEL	LB.		
	10	EXPLOSIVES	LB.		
CARD E	11	READY-MIXED CONCRETE	CU. YD.	1,342	
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	23,692	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	7,100	
	17	FENCING	LIN. FT.		
	18	GUARDRAIL	LIN. FT.		
	19	BRIDGE RAIL	LIN. FT.		
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.		
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.		

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
		8	7
		10	1,171
		12	1,023
		15	1,386
		18	814
		21	585
		24	543
		36	1,396
		42	1,107
CARD K	14	CLAY PIPE AND DRAIN TILE	
		3	44
		4	62
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

G	48 52	53 61	62 70	

FORM PR- 47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 9-74)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6, Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract may be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet and not as the number of board feet.**

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

8386

August 17, 1977

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On August 12, 1977, we wrote to you concerning release of final payment on Contract No. 8386 awarded to Wildish Construction Co. for work on the Carol Avenue-Maxwell Road Section of Prairie Road in Lane County.

Final payment on this contract is $2,000 and the total contract amount is $723,074.15 including $396 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Wildish Construction Co.
P. O. Box 1106
Eugene, OR 97401

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Alfred Shirley

STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon
		County Lane
		Project No. M-1375(1)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., Carol Ave. to Maxwell Rd. (Eugene)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-26-76	1.524

OTHER *(Specify)*

FUNDS Pro Rata 78.20%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 815,167	$ 367,500

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By
Acting Assistant State Highway Engineer
(Title)

By
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green *(Division Administrator)*

Date executed by Division Administrator MAR 24 1977

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

[illegible]

Oregon State Highway Division
Salem, Oregon, September 15, 1976

Federal-aid Project
No. M-1375(1)

CAROL AVE.-MAXWELL RD. SECTION
FAU 1375 (PRAIRIE RD.)
LANE COUNTY

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 18+55 to Sta. 99+00.64)

Mobilization	All	Required		$ 15,000.00
Temporary Protection and Direction of Traffic	All	Required		23,800.00
Clearing and Grubbing	All	Required		6,120.00
Removal of Structures and Obstructions	All	Required		4,500.00
General Excavation	18,450	cu.yd.	1.76	32,472.00
Trench Excavation	6,950	cu.yd.	5.00	34,750.00
Bedding Material	2,800	ton	2.80	7,840.00
1-1/2" - 0 Crushed Rock Backfill	7,200	ton	3.00	21,600.00
Finishing Roadbed and Slopes	All	Required		8,730.00
Furnishing and Placing Topsoil	630	cu.yd.	7.83	4,932.90
Watering	50	M-gal.	10.00	500.00
1-1/2" - 0 Aggregate Base	1,100	ton	3.25	3,575.00
3/4" - 0 Aggregate Base	1,020	ton	4.45	4,539.00
Lime Treated Subgrade	40,700	sq.yd.	0.40	16,280.00
Lime for Treated Subgrade	320	ton	60.00	19,200.00
Class "B" or Class "C" Asphalt Concrete	25,800	ton	11.50	296,700.00
Class "C" Asphalt Concrete in Walks	450	ton	15.00	6,750.00
3-inch Plastic Drain Pipe	90	lin.ft.	1.00	90.00
4-inch Asbestos Cement Pipe	30	lin.ft.	5.00	150.00
4-inch Culvert Pipe	60	lin.ft.	5.00	300.00
8-inch Culvert Pipe	6	lin.ft.	6.00	36.00
10-inch Culvert Pipe	1,130	lin.ft.	4.08	4,610.40
12-inch Culvert Pipe	1,050	lin.ft.	4.75	4,987.50
15-inch Culvert Pipe	1,400	lin.ft.	6.52	9,128.00
18-inch Culvert Pipe	820	lin.ft.	8.88	7,281.60
21-inch Culvert Pipe	600	lin.ft.	11.42	6,852.00
24-inch Culvert Pipe	520	lin.ft.	14.18	7,373.60
36-inch Culvert Pipe	1,430	lin.ft.	21.19	30,301.70

42-inch Culvert Pipe	1,130	lin.ft.	24.06	$ 27,187.80
Concrete Tee, 4-inch to 12-inch	2	only	20.00	40.00
Concrete Tee, 10-inch to 15-inch	3	only	35.00	105.00
Concrete Tee, 10-inch to 18-inch	1	only	40.00	40.00
Concrete Tee, 15-inch to 15-inch	1	only	50.00	50.00
42-inch Trash Rack	1	only	225.00	225.00
Concrete Manholes, 10-inch to 24-inch	13	only	550.00	7,150.00
Concrete Manholes, 36-inch to 42-inch	5	only	700.00	3,500.00
Concrete Inlets, Type CG-3	41	only	320.00	13,120.00
Concrete Inlets, Type B	4	only	260.00	1,040.00
Concrete Inlets, Type D	1	only	260.00	260.00
6-inch Concrete Driveways	220	sq.yd.	9.36	2,059.20
8-inch Concrete Driveways	880	sq.yd.	11.52	10,137.60
Concrete Curb and Gutter	14,050	lin.ft.	3.25	45,662.50
Reinforced Curb and Gutter	2,130	lin.ft.	4.50	9,585.00
Loose Riprap, Class 100	150	ton	15.00	2,250.00
Traffic Signal Installation, Complete	All Required			38,950.00
				$739,761.80

Anticipated Items

Temporary Erosion Control (E.W.)	All Required	$ 500.00
On-the-Job Trainee (1 @ $800) (E.W.)	All Required	800.00
		$ 1,300.00
	Subtotal	$741,061.80
	Engineering	72,605.20
	Engineering (Signal Controller Testing)	1,500.00
	Total	$815,167.00

Length of Project - - - - - 1.524 Miles
Cost of Roadway Per Mile- - $534,886.48

Federal Funds (FHPM 6-3-2-2, par. 8f).	$367,500.00
State Funds.	51,254.00
County Funds	396,413.00
Total Cost.	$815,167.00

Federal Funds, fixed amount.

Group 1 - 100%
Contract No. 8386
Prefix No. 320-1081

CAROL AVE.-MAXWELL RD.
Nonparticipating - State Work

Mailbox Posts	40 only	25.00	$ 1,000.00

5571 1

FORM 61-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Carol - Maxwell

WEEK ENDING: February 11, 1977

SECTION PREFIX: 320-1081

HIGHWAY: Prairie Road

COUNTY: Lane

NAME OF JOB: Carol - Maxwell

KIND OF WORK: grading, paving, traffic signals

CONTRACTOR: Wildish Const. Co.

CONTRACT NUMBER: 8386

FEDERAL AID PROJECT NUMBER: M 1375(1)

DATE OF CONTRACT: July 15, 1976

DATE WORK STARTED: July 28, 1976

ESTIMATED COMPLETION DATE: February 11, 1977

AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 5 SUPERVISION: 1

SPECIFIED WORK DAYS

SPECIFIED CALENDAR DAYS: 200

WORK DAYS USED

CALENDAR DAYS USED: 200

SPECIFIED COMPLETION DATE: February 11, 1977

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 843942.64

EXCLUSIVE OF ENGINEERING: $ 777027.08

ENGINEERING AUTHORIZATION: $ 66920.56

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 721301.83

ENGINEERING COST TO DATE: $ 96834.93

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 7 %

PERCENT OF AUTHORIZATION: 145 %

DATE PROJECT WAS COMPLETED:
Part A: November 17, 1976
Part B: February 11, 1977

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	exc. GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	a.c. PAVING
MILES IN PROJECT	1.73				
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	18450 c.y.				25800 tons
TOTAL QUANTITIES CORRECTED TO DATE	17259				23600
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	17259				23600
AVERAGE DAILY QUANTITIES	173				180
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: Boom truck, ladder truck.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.									
PERCENT									

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 2-6	overcast	1		
MONDAY 7	"	1		
TUESDAY 8	clear	1		
WEDNESDAY 9	"	1		
THURSDAY 10	cloudy/showers	1		
FRIDAY 11	clear	1		
SATURDAY 12				

RECEIVED
FEB 2 3 1977
CONSTRUCTION
SECTION

Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

8386

January 20, 1977

Wildish Construction Company
P. O. Box 1106
Eugene, OR 97401

Gentlemen:

We have reviewed your request for a 14-day extension on the first phase of this project (Carol Avenue-Maxwell Road, Contract No. 8386) in Lane County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 14 days is granted to delete all liquidated damages. This is because of one day in excess of the 20 allowed by specification before the contract was sent to the contractor; added work (Price Agreements 2 through 5); and completion of roadway paving several days earlier than the complete contract paving.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

cc George Price
Lane County Engineer

bc H. S. Coulter
C. T. Keasey
Robert Church
Alfred Shirley

JAB:fr ja

FORM 81-734-3030

FILE: CON 5 #8386

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 17, 1977

OK

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: Carol Ave.-Maxwell Road
Contract No. 8386
Request for Time Extension

TO: E. S. Hunter
Deputy State Highway Engineer

Wildish Construction Company requests a 14-day extension on the first phase of this project due to "wet soil created problems with liming operation" for four different intervals of time. Some pertinent dates on this contract:

Bids opened	6-24-76	
Contract sent	7-15-76	(21 days after bid opening)
Day count started	7-27-76	
Contractor started work	7-26-76	
First phase completed (100 cal. days allowed)	11-17-76	(14 days liquidated damages assessed at $100 per day)

This is a federal-aid Urban project engineered by Lane County. The base design for the work is for a lime-treated subgrade and a deep A.C. (4 lifts over it) and with curbs and storm drainage throughout. The first phase time had to be set very tight. The road had to be kept under traffic and it would have been very difficult to build in a winter dormant stage that would have been satisfactory.

The contractor started promptly and, after reviewing the weekly records of progress of the work, I find no reason to fault his effort and progress. Actually I believe the intent of the early phase was met within the time allowed. The A.C. paving was completed except for sidewalk and driveway connectors in 103 days.

Price Agreements 2 through 5 added $5,365 of work mostly on the storm drainage to make modifications where utility conflicts were encountered. There was one day in excess of the 20 allowed by specification before the contract was sent to the contractor the first time. I believe this was due to some complications over Lane County's acquisition of right of way. Extension for this one day is justified. Several days are justified by the added price agreements. The early phase time count could have been stopped several days earlier.

For these reasons, I would concur in a 14-day extension to delete all liquidated damages and believe it can be granted participating under our delegated authority. The over-all contract is still open because of signal work. A rough draft letter to the contractor is attached.

JAB:fr
Att.
cc: Robert Church

RECEIVED
STATE HWY ENGR
JAN 18 '77
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 8386 Contractor Wildish Construction Company

Highway FAU 1375 (Prairie Road)

Section Carol Ave. - Maxwell Road

Kind of Work Grading, Paving and Traffic Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

See attached letter

Construction Section recommends 14-day extension of contract time to delete all liquidated damages. One day in excess of the 20 allowed by specification before contract was sent to the contractor. The rest for added work (Price Agreements 2 through 5) and recognition of roadway pavement completion several days earlier than the total contract paving (which included a walkway and driveways).

Recommended for Approval:

J. K. Wilson
Regional Engineer

for Construction Engineer ~~or Bridge Engineer~~

Deputy State Highway Engineer

Contract No. 8386
Project designation FAU 1375 State-Federal
Date awarded July 15, 1976
Work started July 26, 1976
Per cent completed 90% 11-17-76 Date
No. of Workdays Allowed 100
No. of Workdays Used 114
No. of Added Workdays Requested

SP*[illegible]-734

F-330 (Rev. 3-72)

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 21, 1976

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 118 days, within which to complete our Contract No. 8386, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

8/13 - 8/17/76 Wet soil created problems with liming operation.
8/19 - 8/22 " " " " " " "
8/25 - 8/28 " " " " " " "
9/3 - 9/7 " " " " " " "

Respectfully submitted,

Wildish Const. Co
Contractor

By James A. Wildish

CONSENT OF SURETY

Date December 20th, 1976

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE: CON 5

INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
January 10, 1977

J.X. Wilson

FROM: J. X. WILSON
Regional Construction Engr.

TO: C. T. Keasey
Construction Engineer

Attention John Bond

SUBJECT: Time Extension Request
Carol Ave.-Maxwell Road Sec.
Prairie Road
Contract No. 8386
Lane County

The subject project was set up for two "contract times" with 100 days allotted for the early part which included all work necessary to complete paving. This work has been completed with an overrun of 14 days.

As indicated in the attached time extension request, and Lane County's accompanying letter, the reasons for overrun were weather conditions not conducive to lime treatment and delays attributed to utility relocation.

Although weather is not usually a legitimate reason for extra time, in this case I feel the contractor's request is valid. Heavy rains limited lime treatment because soft subgrade conditions would have meant damage to shallow underground utilities and contract drainage installations had equipment been operated. Because Prairie Road is heavily traveled and was required to be kept open to traffic at all times, the county was in complete agreement with the contractor in not opening up sections of the roadway for treatment with the prospect of continued heavy rains.

Although I have no documentation with respect to utility delays, I was aware of these at the time and am willing to accept the county's estimate of the number of days involved.

The contractor did pursue the project to the greatest extent possible and with the endorsement of monitoring engineer Ellis Jones, I recommend the requested 14 days be granted with no assessment of liquidated damages.

jxw/cw
Attach.

cc Geo. Price, Lane County Engr.
Ellis Jones

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
JAN 12 1977
CONSTRUCTION
SECTION
Richards
Gunn
Berg

lane county

January 4, 1977

Mr. Alfred Shirley, Jr.
Regional Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Re: Carol Ave. - Maxwell Road
Contract #8386

Dear Mr. Shirley:

Attached is a request from Wildish Construction Company for an increase in the number of workdays for Part A of the subject contract.

After reviewing our records, Lane County recommends granting an increase from 100 workdays to 114 workdays based on the following reasons:

1) Wet soil conditions created by excessive rains severely obstructed application of the lime treatment from August 13, 1976 through September 7, 1976. Minimum estimated delay time to be fifteen days.

2) Delay in drainage installation caused by five price agreements related to underground utilities and failure of the telephone company to promptly remove poles between Beltline Road overcrossing and Maxwell Road is estimated to be a minimum of eight days.

Very truly yours,

Geo Price
George Price
Lane County Engineer

GP:jl

enc:

ENGINEERING DIVISION / TRANSPORTATION DEPARTMENT / AL DRIVER, DIR / 1820 ROOSEVELT BLVD / EUGENE, OR 97402 / (503) 688-5231

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

January 19, 1977

Mr. Robert J. Elfers
Chief Administrator
C/O Board of Commissioners
Court House
Eugene, Oregon 97401

Re: Carol Ave.-Maxwell Rd. Sec.
Prairie Rd. FAU 1375
Lane County

Dear Mr. Elfers,

My letter to you dated December 16, 1976, indicated the need for a review of your right of way acquisition procedures before this project could be certified for Federal participation.

The review, made January 13, 1977, found several violations of the "Uniform Act" and Federal and State regulations. The major ones are listed below.

RECEIVED
DOT OPERATIONS
JAN 21 '77
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

APPRAISAL:

1. No appraisals were prepared.
2. No offers to accompany the appraisers during their inspection of the property were made to the property owner.
3. No appraisal reviews.

NEGOTIATIONS:

1. Eight files contained letters of offer. Two files did not have this letter.
2. The same individuals who established the amount to be offered negotiated settlement of all ten files.

SETTLEMENT OVER OFFER:

1. Mr. George Wingard was offered $572.00 for his property. The settlement was for $572.00 plus $390.00 Lane County waived of special assessments. There is no documentation to support this settlement.

In the summer of 1976, it was pointed out to you, appraisals were required. At the time, all rights of way for this project had been purchased. It was agreed property owners would sign statements waiving their right to a "fair market" appraisal. At the time of our review, of the ten property owners, only four had signed. Before I can certify this project, you will have to give your assurance, and provide documentation, that the remaining six waivers have been signed.

NOTED
F. B. KLABO

We are making an exception to the appraisal procedure in this project by using appraisal waivers. We can no longer do this. You are expected, in the future, to comply fully with PL 91-646, The Uniform Act, and Federal and State regulations as set in the Highway Division's pamphlet entitled "Right of Way Acquisition Guidelines". Anything less than total compliance will result in non-certification from the Highway Division, Right of Way Section, and loss of Federal or State Highway monies for your projects.

Sincerely,

JB Boyd

J.B. Boyd
Right of Way Engineer

JBB:JWD:lcs
cc: F. Klaboe
H. Coulter
R. Schroeder
L. Rulien
A. Shirley
V. Wilson
G. Green

8386

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

December 16, 1976

Robert J. Elfers
Chief Administrator
Lane County Courthouse
Eugene, OR 97401

SUBJECT: Carol Ave.-Maxwell Rd. Sec., (Eugene)
Project M-1375(1)

Dear Mr. Elfers:

Our Regional Supervisor, Mr. Virgil Wilson, advises that waivers are being signed by the grantors on this section of highway.

Before Federal funds can be expended for construction, this agency must certify that the right-of-way was purchased in conformance with the "Uniform Act" - Public law 91-646. Before I can do this, I want an agent from this agency to look at your appraisals, appraisal reviews, offers in writing, real estate contracts, and possession documents; in the case of donations, advice that the land-owner was notified of his right to just compensation.

We trust that your land transactions are according to the public law and that the inspection becomes another routine matter that is necessary whenever federal funds are involved.

By a copy of this letter, I am asking Mr. Douglas Luth, Right of Way Agent from this office to meet with your staff and make the necessary inspection.

Advise if this does not meet with your approval.

Very truly yours,

JB Boyd

J. B. Boyd
Right Of Way Engineer

RECEIVED
STATE HWY ENGR
DEC 16 '76
REFER TO
FOR

NOTED
H.S. COULTER

JBB:KAC:ha
cc: Robert Burco
Glen L. Green
H. S. Coulter ✓
R. L. Schroeder
Virgil Wilson
Doug Luth

2586

p

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
DEC 7 '76
REFER TO
FOR
R/P D/R Sign Act File

December 3, 1976

TO: G. L. Green, Division Administrator
Federal Highway Administration

FROM: J. B. Boyd
J. B. Boyd
Right of Way Engineer

SUBJECT: Carol Ave.-Maxwell Rd. Sec. (Eugene)
Project M-1375(1)

The following comments are submitted in partial response to your letters of July 29, 1976, and September 30, 1976. (1041 R/W 419.1)

Lane County has written to each property owner from whom land was acquired for this project, explaining their right to have just compensation determined by appraisal. Virgil Wilson reports that in his November 30, 1976 contact with the County, he was advised that all property owners involved had acknowledged receipt of this information and further had waived their right to have just compensation determined by appraisal.

We trust that this will satisfy the requirements in Item 1 of your July 29, 1976 letter.

Regarding Lane County's submission of written procedures to prevent recurrence of the situation on future projects (Item 2), we can only say that the matter is under study. Questions pertinent to right of way and other matters were raised by the Lane County Chief Administrator which have not as yet been answered. Resolution of the items outlined in your transmittal of November 22, 1976 concerning Appraisal and Acquisition Requirements will have a decided effect upon the procedures they ultimately submit.

It is believed that the County's action to date should rectify their prior failure to meet the requirements of the law and that the subject project should be eligible for federal participation. We will continue in our efforts to resolve the matter of written procedures as they apply to future projects.

JBB:ob
cc - H. Scott Coulter ✓
R. L. Schroeder
L. W. Rulien
Jack Sollis
E. E. Beckman
M. M. Mead

NOTED
H.S. COULTER

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: September 30, 1976

In reply refer to: 1041RW

SUBJECT: Oregon Project M-1357(1)
Carol Avenue-Maxwell Road (Eugene) Section

FROM : G. L. Green, Division Administrator

TO : Mr. H. S. Coulter, State Highway Engineer

Attached is a copy of our letter of July 29, 1976, requesting information as to the actions taken and as to Lane County's proposals to prevent reoccurrence of the situation that developed by not fully complying with the Uniform Act.

✓ Comments are requested.

CJMathes for
G. L. Green

Attachment
Ltr, FHWA to State, 7-29-76

RECEIVED
OCT 5 1976
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 4 '76
REFER TO
Schnacker
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

8376

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: July 29, 1976

In reply refer to: 1041RW/419.1

SUBJECT: Oregon Project M-1375(1)
Carol Avenue-Maxwell Rd. (Eugene) Section

FROM : G. L. Green, Division Administrator

TO : Mr. H. Scott Coulter, State Highway Engineer

Assistant Right of Way Engineer Oakes' letter of July 21, 1976, indicates that the certification signed by the Chief Administrator of Lane County that right of way had been purchased in full compliance with the Uniform Act was incorrect. It is our understanding that ten acquisitions were acquired without written appraisal or review and that the same person who determined the offer amount also conducted negotiations.

We concur with the actions proposed by Mr. Oakes concerning new appraisals and instructions to Regional supervisors to check projects for compliance with the Uniform Act.

The Chief Administrator of Lane County should be advised that Federal participation in the subject project will require the following actions:

1. As suggested by Mr. Oakes, each property owner involved should be fully informed in writing of his right to receive just compensation for the acquisition of his property. See paragraph 4(r) of FHPM 7-2-1. If necessary, written appraisals should be prepared and reviewed. Negotiations should be separated from the appraisal function.

2. The county must provide in writing the procedures that will be utilized to prevent reoccurrence of the subject situation on future projects in which Federal funds will participate in any part of the cost of the project.

Concerning the instructions to Regional supervisors to check projects for compliance with the Uniform Act we suggest that the actions taken on each project be documented by memorandum to your project file.

RECEIVED
STATE HWY ENGR
AUG 2 '76
REFER TO
Schroeder
FOR
Info Inves R/D D/R Sign Act File

Please advise us as to the actions taken and the county's proposals to prevent a reoccurrence of the present situation.

G. L. Green

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: Lane County
135 East Sixth Ave.
Eugene, OR 97401
Attention of Mr. Al Driver

Request No. (assigned by staff engineer or head of division) cc 1645

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $357,500.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of Prairie Road (Carol Ave-Maxwell Rd.) Covered by agreement dated 6/30/76		332,500.00
		To be retained		$ 25,000.00

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 357,500.00

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution:
320-1081-297

Submitted by:
F. F. Hildebrandt

Approved:
Division Engineer

Approved:
G. N. Hopkins
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division Additional copies may be prepared for and retained by the division [illegible]

8371   1p

July 27, 1976

Mr. Robert J. Elfers
Chief Administrator
c/o Board of Commissioners
Courthouse
Eugene, OR 97401

Dear Mr. Elfers:

Carol Ave.-Maxwell Road Section
Prairie Road FAU 1375
Belt Line Rd.-Coburg Rd.
Belt Line Road FAU 1035
Lane County

A copy of a letter to the Federal Highway Administration from our Right of Way Section is attached for your information.

Your attention is called to the fact that the Federal Highway Administration may remove the federal aid from this project on the basis of this information, although we do not expect such a serious result from a minor infringement of the regulation. The burden of all financing will be Lane County's if federal aid is disallowed by the Federal Highway Administration.

I have been informed that representatives of our Right of Way Section, accompanied by representatives of the Regional Federal Highway Right of Way Unit, had covered all the necessary steps with your representatives and informed them about the necessity of complying with the Relocation Act and Federal regulations. If you consider it necessary, we will be glad to schedule another meeting.

Our people will work with yours to help clear this project and the Belt Line Road at Coburg Road project which is also in question. Your certification on Belt Line at Coburg was signed June 11, 1976, but none of the blanks were checked for the certification. The necessity for right of way for Belt Line Road at Coburg was discovered on this project during the "plans-in-hand" inspection.

I must again stress the importance of the adherence to the regulations of PL 91646. Right of Way personnel will help in any way possible, but it must not be after the fact.

Very truly yours,

H. S. Coulter
State Highway Engineer

Att.

JRO:jc ia

bc E. S. Hunter
R. L. Schroeder
Don Harwell
J. B. Boyd
D. H. Moehring
L. W. Rulien
Alfred Shirley, Jr.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE July 22, 1976

TO H. S. Coulter
State Highway Engineer

FROM John R. Oakes
J. R. Oakes
Asst. Right of Way Engineer

SUBJECT Carol Ave.-Maxwell Road Section
Prairie Road FAU 1375
Lane County

Two copies of my letter to Mr. Green and a suggested letter from you to Mr. Robert Elfers, Lane County, are enclosed.

The Federal Highway Administration requires us to be able to certify that all right-of-way acquired for a Federal-Aid project has been acquired in full compliance with the Relocation Act, Public Law 91-646.

County-City has devised a form that is to be used by the agency acquiring the right-of-way to certify that either there was no right-of-way necessary or that the right-of-way was purchased in compliance. If there is any relocation they also certify that all relocation has been handled in full compliance with the Act.

In addition to this, we have prepared a pamphlet explaining this procedure and the necessity for compliance that has been given to each agency and explained to all those that would sit still and listen. A copy is enclosed.

However, this project has been let and now we find that the certification was not accurate. You can understand easily why Lane County acquired the right-of-way in this manner as they presently have one agent. He performed the appraisal and the negotiation for each file which is strictly against Federal regulations.

We would appreciate it if you would send Mr. Elfers a letter similar to the one we have drafted.

JRO:jc

[illegible]

RECEIVED
STATE HWY ENGR
JUL 22 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

H. S. Coulter

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

July 21, 1976

TO: G. L. Green, Division Administrator
Attention: Charlie Mathias

FROM: John R. Oakes
Assistant R/W Engineer

SUBJECT: AMENDED R/W STATUS REPORT
M-1375
Carol Avenue-Maxwell Road (Eugene) Section

On May 24, 1976 I certified that no additional right-of-way was required for this project. This certification was based upon information received from our Right Of Way supervisor. On June 12 a certification was signed by the Chief Administrator of Lane County, Robert J. Elfers, that right-of-way had been required but that it had been purchased in full compliance with the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970. A copy of this certification was sent to this office on June 28, 1976 after the bid letting. Consequently, a revised status report was not prepared.

We have now discovered that the necessary right-of-way for the project has been acquired by Lane County but has not been acquired in compliance with Federal regulations as the same person who performed the appraisal did the negotiation.

We have requested our Regional Supervisor to help Lane County in any way possible to clear up these files by either new appraisals and review or by having the grantors concede that they are entitled to a new appraisal and any difference in market value that would be determined from this but that they are willing to forego that right.

In addition to this, instructions are being sent to each regional supervisor that every project has to be checked for the need for right-of-way, including easements, and if right-of-way is required, checked for compliance with the Relocation Act and Federal Regulations.

If you have any suggestions or criticisms of our proposed actions, please let us know.

JRO:ha

cc H. S. Coulter
R. L. Schroeder
Vern Skoog
L. W. Rulien
Jim Chidsey
Neil Flannagan
Duane Ridings
Frank Lowe
Virgil Wilson

8556 45

July 1, 1976

Board of County Commissioners
Lane County
Courthouse
Eugene, OR 97401

Attention: Donald M. Penfold
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement covering an urban system project on the Irvington Road-Maxwell Road Section of Prairie Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Mead
COMMISSION SERVICES

fkn

Att.

cc Don Harwell (agree. att.)

7236

L.

June 28, 1976

Mr. J. Robert Roll
Field Engineer
Corrugated Steel Pipe Association
7150 Rainbow Drive, No. 13
San Jose, California 95129

Dear Mr. Roll:

We appreciate the concern of the Corrugated Steel Pipe Association in regard to the exclusive use of concrete pipe on the Carol Avenue-Maxwell Road FAUS project.

This project was prepared by the Lane County Engineering staff and does not reflect or constitute any precedence for change in the Oregon State Highway Department's policy of allowing alternates of material where appropriate. While we would have allowed alternates, a review of the project plans does not show it to be in violation of Federal Highway Administration regulations.

The Federal-Aid Highway Program Manual Transmittal 77, October 17, 1974, Vol. 6, Ch. 4, Sec. 1, Subsec. 6, para. 17c and d and attachment 2 (copy attached) allows an agency to specify specific materials for drainage installations under certain conditions. The drainage pipe for this project, consisting of cross drains under high type pavement for a storm sewer system, can be specified without alternates according to the above-mentioned Federal Highway Administration regulations.

A postponement of the bid opening for this project was not felt to be in order in this case. This is a County Federal-

Aid Project. We have checked with Lane County and they definitely desire concrete pipe in this installation.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

Attachment

cc/enc. Mr. Mike Karimi, Regional Engineer
Kaiser Aluminum
5975 E. Marginal Way South
Seattle, Washington 98134

Mr. Al Driver
Lane County
Director of Public Works

bc H. S. Coulter
C. T. Keasey (enc.)
J. H. Versteeg
L. W. Rulien "
Alfred Shirley "

DOC:az/ESH:ja

process, specifically set forth in the plans and specifications for a project, unless

(1) such patented or proprietary item is purchased or obtained through competitive bidding with equally suitable unpatented items; or

(2) The State highway agency certifies either that such patented or proprietary item is essential for synchronization with existing highway facilities, or that no equally suitable alternate exists; or

(3) Such patented or proprietary item is used for research or for a distinctive type of construction on relatively short sections of road for experimental purposes.

b. When there is available for purchase more than one nonpatented, nonproprietary material, semifinished or finished article or product that will fulfill the requirements for an item of work of a project and these available materials or products are judged to be of satisfactory quality and equally acceptable on the basis of engineering analysis and the anticipated prices for the related item(s) of work are estimated to be approximately the same, the PS&E for the project shall either contain or include by reference the specifications for each such material or product that is considered acceptable for incorporation in the work. If the State highway agency wishes to substitute some other acceptable material or product for the material or product designated by the successful bidder or bid as the lowest alternate, and such substitution results in an increase in costs, there will not be Federal-aid participation in any increase in costs.

c. A State highway agency may require a specific material or product when there are other acceptable materials and products, when such specific choice is approved by the Division Engineer as being in the public interest. When the Division Engineer's approval is not obtained, the item will be nonparticipating unless bidding procedures are used that establish the unit price of each acceptable alternative. In this case Federal-aid participation will be based on the lowest price so established.

~~each acceptable alternative. In this case Federal-aid participation will be based on the lowest price so established.~~

d. Attachment 2 of this directive sets forth the FHWA requirements regarding (1) the specification of alternative types of culvert pipes, and (2) the number and types of such alternatives which must be set forth in the specifications for various types of drainage installations.

18. BONUS PAYMENTS

The policy of the FHWA is not to participate, directly or indirectly, in any part of a bonus to the contractor for completing a project in advance of the time specified.

19. USE OF PUBLICLY OWNED EQUIPMENT

a. *Publicly owned equipment should not normally compete with privately owned equipment on a project to be let to contract. There may be exceptional cases, however, in which the use of equipment of the State or local unit of government for highway construction purposes may be warranted or justified. A proposal by any State highway agency for the use of publicly owned equipment on such a project must be supported by a showing that it would clearly be in the public interest to do so under the conditions peculiar to the individual project or locality.*

b. *As used herein the term "publicly owned equipment" means equipment previously purchased or otherwise acquired by the public agency involved primarily for use in its own operations. The term "rental" may be considered to include depreciation and expense of upkeep in addition to other charges.*

c. *Where publicly owned equipment is to be made available in connection with construction work to be let to contract, Federal funds may participate in the cost of such work provided the proposed use of such equipment is clearly set forth in the PS&E submitted to the Division Engineer for approval.*

SUMMARY OF ACCEPTABLE CRITERIA FOR SPECIFYING TYPES OF CULVERT PIPES

Type of Drainage Installation	Alternatives Required			AASHTO Designations to Be Included With Alternatives	Application	Remarks
	Yes	No	Number			
Cross Drains Under High Type Pavement **		X			Statewide	*Any AASHTO Approved Material
Other Cross Drain Installations	X		3 Minimum	M-170 & M-190	Statewide	*Any AASHTO Approved Material
Side Drain Installations	X		3 Minimum	M-36	Statewide	*Any AASHTO Approved Material
Special Installation Conditions		X			Individual Installation	Specified to Meet Special Conditions
Special Drainage Systems (Storm Sewers Inverted Siphons, etc.)		X			Individual Installation	Specified to meet Site Requirements

* Types not included in currently approved AASHTO specifications may be specified if recommended by the State with adequate justification and approved by FHWA.

** High type pavement is generally described as FHWA construction type codes I, J, K, L, and plant mix and penetration macadam segments, respectively shown in the right-hand columns of type codes G and H having a combined thickness of surface and base of 7 inches or more (or equivalent) or that are constructed on rigid bases.

MGMPTLA PTL
2-044426E169 06/17/76
ICS IPMMTZZ CSP
5099249000 MGM TDMT SPOKANE WA 117 06-17 0420P EST

western union Mailgram

SCOTT COULTER
STATE HWY ENGINEER
STATE HIGHWAY BLDG
SALEM OR 97310

NOTED

DEAR MR COULTER,

IT HAS COME TO THE ATTENTION OF THE CORRUGATED STEEL PIPE ASSOCIATION OF THE PACIFIC NORTH WEST THAT ON OREGON STATE HIGHWAY DIVISION BUDGET CAROL AVENUE-MAXWELL ROAD, FAU-1375 PRAIRIE ROAD LANE COUNTY THE DRAINAGE PIPE IS LIMITED TO REINFORCED CONCRETE PIPE ONLY IT IS OUR BELIEF THAT THIS IS IN VIOLATION OF FHWA REGULATIONS. WE REQUEST THAT THE BID OPENING SCHEDULED FOR JUNE 24 1976 BE POSTPONED UNTIL CORRUGATED STEEL PIPE CAN BE INCLUDED AS AN ACCEPTABLE ALTERNATE. WE REQUEST YOUR IMMEDIATE ATTENTION TO THIS MATTER
SINCERELY

J ROBERT ROLL
FIELD ENGINEER
7150 RAINBOW DRIVE NUMBER 13
SAN JOSE CA 95129

1622 EST

MGMPTLA PTL

Discussed w/Bill Semple.
We're OK on this. He will
draft reply. We will probably
get one from Kaiser Aluminum
also.

RECEIVED
STATE HWY ENGR
JUN 18 '76
REFER TO Versteeg
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		✓				

ESH

FAUS

June 25, 1976

Mr. Al Driver, Director
Department of Transportation
Lane County
135 East Sixth Avenue
Eugene, Oregon 97401

Dear Mr. Driver:

The Highway Division opened bids yesterday on the Carol Avenue-Maxwell Road Section of Prairie Road Urban System Project. Three bids were received and the low bid was submitted by Wildish Construction Company of Eugene.

The anticipated construction cost based on their bid is as follows:

Contractor's Bid	$740,761.80
Anticipated Additional Items	2,800.00
	$743,561.80
Contingencies (4-1/2%)	33,460.28
Engineering (9%)	66,920.56
	$843,942.64
Less Federal Share	367,500.00
Less State Share	52,000.00
County's Estimated Share	$424,442.64
	- 66,920.56 CREDIT FOR WORK
	$357,522.08 [illegible]

Advance Deposit = $424,500.00
$357,500.00

OK by [illegible]
Relayed to clerk in [illegible]
Co. MAY NOT SEND IN
BILLS FOR ENGINEERING
[illegible]

$66,920.56
×.89 reimbursement
$59,559 Co. will be sh[illegible] this amount at final [illegible]

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

Please make your check in the amount of $424,500 payable to the Oregon State Highway Division and send it to Mr. Glen Clark, Region 3 Federal Aid Engineer, 1523 S. E. Cobb Street, Roseburg 97470.

Very truly yours,

for GEZ
Richard Unrein
Urban Engineer
County-City Unit

GEZ:sch

bc w/att: Glen Clark--Upon receipt of county's check, notify Carl Nelson at 378-6563, attach copy of advance deposit notification No. AD-213 and submit to Finance Branch.

☐ ENGR. ☐ ASST. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Oregon State Highway Division

AD-213

NOTIFICATION OF ADVANCE DEPOSIT

CARD 1

To: FINANCE BRANCH
Ledgers & Revenue Unit

ACCOUNTING ONLY
Reference ____________
Invoice No. ____________
Date Recd. ____________

Depositor Lane County

Amount 357,500 ~~$424,500~~.00

Section Responsible for Monitoring Project Region 3

Estimated Completion Date 2/15/77

CARD 2

Purpose Construction advance deposit for Urban System Project.

Other Information (File #, FA Project, etc.) M-1375(1)

Billing Method (CHECK ONE ONLY):

A. Request for Outside Billing Submitted by Responsible Section -
(1) ☐ Monthly (2) ☐ Upon Completion (3) ☐ Other ____________

B. Billing Made by Finance Branch Based Upon Contract Payments -
Construction Prefix 320-1081 PE Prefix ____________
(4) ☐ SCA
(5) ☒ Urban
(6) ☐ FAS-C
(7) ☐ Off System
(8) ☐ Title II, Normal
(9) ☐ Title II, Grade Crossing

Remarks Carol Avenue-Maxwell Road Section
Prairie Road, FAU 1375

Prepared by Gary E. Zehner Date 6/25/76
Gary E. Zehner

AD-213

NOTICE OF ADVANCE DEPOSIT RECEIVED

To: County-City Unit
203 State Highway Building

ACCOUNTING ONLY
Reference ____________
Invoice No. ____________
Date Recd. ____________
Deposit Amt. ____________

Depositor Lane County

Remarks Construction advance deposit for
Prairie Road Urban System Project M-1375(1)

Received by ____________

Form 81-734-1382

OREGON STATE HIGHWAY DIVISION
State Highway Building, Room 203
Salem, Oregon 97310

Attention: County-City Unit

Subject: Federal Aid Project No. M-1375(-)
Project Name Carol Avenue-Maxwell Road Section
Prairie Road, FAU 1375

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Eugene, Oregon, this 12th day of June, 1976

6-28-76

COPIES TO: J.R. OAKES
D.E. SWAN
C.T. KEASEY
J. CHIOSEY

LANE COUNTY, OREGON

By Robert Elfers
Robert J. Elfers
Chief Administrator

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

✓

7386

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 11, 1976

FROM: for H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
June 24 Bid Letting

TO: FILE

Bids will be opened June 24 on the following projects. This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails on those projects as set forth in ORS 366.514.

1. Evergreen Creek Bridge Section
FAP RS-477(4) (2 mi. S. of Philomath)
Benton County

Grading, paving and structure.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(b), which states that "Footpaths and trails are not required to be established . . . if the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

2. SE King Rd-SE Harmony Rd Section
FAU 0495 (Linwood Ave, Milwaukie)
Clackamas County

Grading and paving

Class III bikeway to be provided.

3. Stump removal project, various county roads
FAP SRS-000S (43)
Clackamas County

Clearing

Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

RECEIVED
STATE HWY ENGR
JUN 14 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

4. Cape Arago Hwy-Central Ave Section
Empire-Coos Bay Highway, FAP HHS-2680(1)
Coos County

Illumination

Same as No. 3.

5. Powers (Fir St) Section
Coos County

Paving

City requests that footpaths and bicycle trails not be established under this project as per ORS 366.514, subsection 2(c) which states that "Footpaths and trails are not required to be established . . . where sparsity of population, other available ways or other factors indicate an absence of any need for such paths or trails."

6. Rock Cr-Steamboat Section
Umpqua Hwy, FAP RS-14(13)
Douglas County

Grade, pave, guardrail

Same as No. 1

7. Forest Boundary-Little Beach Cr Section
Pendleton-John Day Hwy, FAP RF-182(8)
Grant County

Paving

Same as No. 1

8. Reuben Cr-Rock Cr Section
Lower Graves Cr Rd, FAS 17-100
Josephine County

Grade & base

Same as No. 1

9. Carol Ave-Maxwell Rd. Section
Prairie Rd., FAP M-1375(1)
Lane County

Grade, pave, signals

Five-foot footpath will be provided.

10. Woodburn Intchge-Hayesville Intchge Section
Pacific Hwy, FAP I-5-5(65)260
Marion County

Landscaping

Same as No. 3

11. 25th St-SE Lancaster Dr Intchge Section
North Santiam Hwy, Mission St. SE, FAP M-1560 & US265(14)
Marion County

Grade, pave, structure, signing, illumination, signals, landscaping

Bikeways are not provided on this section. Under conditions set forth in Section 2(2)(c) which states, "Where sparcity of population, other available ways or other factors indicate an absence of any need for such paths and trails.", a bikeway would not be required. A parallel facility exists on State Street. A 5-foot sidewalk will be provided on the north side of Mission Street.

12. Gatch St at E. Lincoln St (Woodburn)
FAU 5281
Marion County

Grade, pave

Five-foot sidewalks will be provided.

13. Hubbard (5th St) Section
City Street
Marion County

Grade, pave

Same as No. 5.

14. Gervais (1st, 2nd, 4th Sts) Section
City Streets
Marion County

Grade, pave

Same as No. 5.

15. Champoeg State Park
Marion County

Building

Same as No. 3.

16. NE Sandy Blvd at NE 181st Ave.
Northeast Portland Hwy, FAP HHS-201(5)
Multnomah County

Traffic signals

Same as No. 3

17. Troutdale (SE 6th St) Section
City Street
Multnomah County

Grade, pave

Same as No. 5. Future curb and sidewalk construction by others.

18. Deadmans Pass Safety Rest Area
Old Oregon Trail Hwy, FAP I-80-N-6(62)228
Umatilla County

Water supply system improvement

Same as No. 3

19. Catherine Creek Bridge Section
FAS 205
Union County

Grade, pave, structure

Same as No. 1.

20. North Plains (Lenox Ave) Section
City Street
Washington County

Grade, pave

Same as No. 5.

21. W Elm Ave-Hermiston City Limits (NW Butter Cr Rd)
FAP SRS-000S(42)
Umatilla County

Grade, pave

Same as No. 1.

LD:mc

cc Robert Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. G. Talbot
L. E. George
Frank E. Terpin
George Bell
D. N. Harwell

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. M-1375(1)

STATE PROJECT NO. Carol Ave. - Maxwell Road Section

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. M-77

COUNTY NAME Lane

PROGRAM STAGE *(Check)* ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Administrator and State Highway Engineer
State of Oregon
Salem, Oregon

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE May 26, 1976

FEDERAL ROUTE NUMBER FAU Route 1375

STATE ROUTE NUMBER County Road

GENERAL LOCATION:

County Road - Carol Ave. to Maxwell Rd. (Eugene)

GENERAL DESCRIPTION OF WORK:

Grade, Drain, High Type Pavement, Traffic Signals and utility adjustments. (Miles 1.52 Code 6203 and Y031)

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☒ OTHER *(Specify)*
Program Approval - Total Estimated cost
$915,000 - Federal Funds $367,500.

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Rulien's May 20, 1976 letter I approve this project for inclusion in the Federal-aid Program.

RECEIVED
COUNTY & CITY SECTION
JUN 3 - 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

DATE 5-26-76

SIGNATURE OF APPROVING OFFICIAL G. K.

TITLE for Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975—631-488

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 20, 1976

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR	REGION	STATE NAME
2	1	Co. Rd., Carol Ave. to Maxwell Rd. (Eugene)	ADT	8,000	13,000	96	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	PROJECT NUMBER NUMBER
3	Gr, Dr, H.T. Pav't, Traf. Signal								M-	1375

CARD		
4	CLASS OF FEDERAL FUNDS: Urban System	COUNTY NAME: Lane
	NAME OF URBAN AREA: Eugene	ROUTE NO. U · FEDERAL-AID 1375 · STATE Co. Rd. · U.S. --

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
5					PE							
5					ROW							
5					CONST (CODE) 6203 Y031		"Carol Ave-Maxwell Rd. Section"	1.52	915,000	367,500	51,250	496,250 (Co.)

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	JLG	PROJECT TOTALS	1.52	915,000	367,500	51,250	496,250 (Co.)

PROGRAM APPROVAL DATES

REMARKS

MAY 26 1976
FHWA OREGON DIVISION

RECEIVED
COUNTY & CITY SECTION
JUN 3 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 20, 1976

(3 typewriter spaces)
Ave. to Maxwell Rd. (Eugene)

ADT	PRESENT 8,000	FUTURE 13,000	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 77

1	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) M-	NUMBER 1375	SEQ. NO. (1)	I. Projects Only POST MI.	DESIG.	

Urban System

COUNTY NAME Lane CODE 039

Eugene

ROUTE NO. U FEDERAL-AID 1375 STATE Co. Rd. U.S. --

PROGRAM STAGE ☐ 1 OR ☒ 2

TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
						Utility adjustment required.
"Carol Ave-Maxwell Rd. Section"	1.52	915,000	367,500	51,250	496,250 (Co.)	ROW-60 min.; Access control-none; Parking Restrictions-complete.
JLG PROJECT TOTALS	1.52	915,000	367,500	51,250	496,250 (Co.)	

ESTIMATED PROJECT COST BY PHASES

RECEIVED
COUNTY & CITY SECTION
JUN 3 - 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

REMARKS

-OVER-

CAROL AVE.-MAXWELL ROAD SECTION
PROJECT NO. M-1375(1)

Existing Facility: Two lane 20-ft. bituminous surfaced roadway with gravel shoulders.

Adjacent Sections:
N. End - - Same as existing facility.
S. End - - Jct. Oregon 99

Project Data: The work consists of grade, drain and high-type pave a basic 44-ft. curbed section to provide two 11-ft. travel lanes, 5-ft. shoulders, a 12-ft. continuous left turn median lane and a channelized 50-ft. curbed section on the south 430-ft. Construct a 5-ft. asphalt concrete walk on the west side. Install traffic control signals at the intersections with Irving Road and Maxwell Road.
Note: Construction engineering to be done by County Forces with required review by State Forces.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on March 5, 1975.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - None required under Oregon Action Plan (Category 3)
(b) Location/Design - - Not a factor in the development of this project.

Control of Utilities: A State-County agreement was executed on April 28, 1975 to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A State-County agreement was executed April 28, 1975 to comply with Section 116, Title 23 USC.

Data for PR-37:

Roadway (Type Code 6203) - - - - - - -
Traffic Signal (Type Code Y031) - - -

Note:
(1) This project is in Congressional
(2) On-the-job trainees, as set forth
7-2(2), on this project will be de
and the number stipulated in the
(3) Railway-highway crossing no. 3E-13
Electric Railway (Burlington North
ately 150 feet off the south end
proper safety protective devices
(4) The project is included in the ap

ECTION

lane 20-ft. bituminous surfaced
ders.

xisting facility.
n 99

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ane and a channelized 50-ft.
th 430-ft. Construct a 5-ft.
the west side. Install traffic
tersections with Irving Road

neering to be done by County
iew by State Forces.

Exempt from State Clearinghouse
use A-95 review under working

Nonmajor action project concurred
975.

- - None required under Oregon Action
3)
- - Not a factor in the development

State-County agreement was executed
ply with paragraph 6d(1) of PPM 30-4.1.

perations Improvements: A State-
cuted April 28, 1975 to comply with
C.

Data for PR-37:

Roadway (Type Code 6203) - - - - - - - - - -	$857,000
Traffic Signal (Type Code Y031) - - - - -	58,000

Note:

(1) This project is in Congressional District No. 4.
(2) On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.
(3) Railway-highway crossing no. 3E-138.30 of the Oregon Electric Railway (Burlington Northern), located approximately 150 feet off the south end of the project, has proper safety protective devices in operation.
(4) The project is included in the approved 1/76 - 6/77 TIP.

Rulien

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon

May 20, 1976

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Lane County's
Prairie Rd. FAUS Project

TO: MEMO TO FILE

Mr. Unrein, Project Management Section, called 5/19/76 and advised that the present cost estimate had increased to $915,000, from the original $735,000 application estimate. Also, the application asked for 50% FAUS funds or $367,000. In addition, the signed agreement calls for the State to accomplish the construction engineering.

It was determined that a maximum fixed cost figure could be programmed, but not a percentage of the eventual contract price. Also, the L-COG MPO had set a maximum funding for this County project. The County is now qualified for construction engineering.

The County was contacted (George Price) and it was confirmed that the maximum Federal-Aid requested was $367,500 (78%) and that they intended to perform their own construction engineering.

Project Management was advised by telephone that an amended agreement will be prepared and the maximum requested funds programmed.

GC/slc

cc: L.W. Rulien
William Anhorn
Ellis Jones

Unrein

H

RECEIVED
COUNTY & CITY SECTION
MAY 26 1976
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☑ DPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT

MAY 24 '76

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me

FAUS

Section *Carol Ave - Maxwell Rd Section*

Programming Estimate $

Highway *FAU 1375 (Prairie Rd)*

Project Length *1.57 Mi*

County *Lane*

Completion Time *Paving - 100 Cal days* *All - 200 Cal days*

Kind of Work *Grading, Paving and Signals*

Feb. 15, '77

Prefix *7809*

FA Project No. *M-1375 (1)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ *829,980.*

Anticipated Additional Items:

Royalty Payment		
Building Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control	*500.*	
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		$ *2800.*
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Pipe Bedding Materials		
On the Job Trainees *(1)?*	*800.*	
State Responsibility for Damages		
Signal Controller Testing	*1500.*	
Bikeway Signs		
Adjust Utilities		
Misc. Permit Fees		

$ *831,780.*

Contingencies (4-1/2%) *37,430 10*

Engineering (*9* %) *74,860 20*

SUBTOTAL $

Credit for

Estimated Net Authorization, Construction $ *944,070 30*

RECEIVED
COUNTY & CITY SECTION
MAY 20 1976
☐ ENGR. ☐ COOR. ☐ OE ☐ AE ■ UE
☒ UPE ☒ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

~~SUMMARY BID SCHEDULE~~ COST ESTIMATE

Sheet 1 of 2

Date 5-19-76

Section Carol Ave. - Maxwell Rd.

County Lane

Kind Of Work Grading Paving and Signals

Length 1.57 mi

Name Galloway

No	ITEM	Code	Unit	Quant.	Unit Cost	Total
1	Mobilization		Lump Sum	All Spec		47,000
2	Temporary Protection And Direction Of Traffic		Lump Sum	All Spec		8,000
	ROADWORK					
3	Clearing And Grubbing		Lump Sum	All Spec.		16,000
4	Removal Of Structures And Obstructions		Lump Sum	All Spec.		5,000
5	General Excavation		Cu. Yd.	18,450	1^{50}	27,675
6	Trench Excavation		Cu. Yd.	6,950	6^{00}	41,700
7	Bedding Material		Ton	2,800	2^{50}	7000
8	1½"-0 Crushed Rock Backfill		Ton	7,200	3^{90}	28,080
9	Finishing Roadbed And Slopes		Lump Sum	All Spec.		5000
10	Furnishing And Placing Topsoil		Cu. Yd	630	10^{00}	6,300
11	Watering		M. Gal	50	10^{00}	500
12	1½"-0 Aggregate Base		Ton	1100	4^{25}	4675
13	¾"-0 Aggregate Base		Ton	1,020	4^{50}	4590
14	Lime Treated Subgrade		Sq. Yd	40,700	0^{50}	20,350
15	Lime For Treated Subgrade		Ton	320	65^{00}	20,800
16	Class "B" or Class "C" Asphalt Concrete		Ton	25,800	12^{00}	309,600
17	Class "C" Asphalt Concrete In Walks		Ton	450	14^{00}	6300
18	3-inch Plastic Drain Pipe		Lin. Ft.	90	3^{00}	270
19	4-inch Asbestos Cement Pipe		Lin. Ft.	30	4^{00}	120
20	4-inch Culvert Pipe		Lin. Ft.	60	4^{00}	240
21	8-inch Culvert Pipe		Lin. Ft.	6	7^{00}	42
22	10-inch Culvert Pipe		Lin. Ft.	1,130	6^{00}	6780
23	12-inch Culvert Pipe		Lin. Ft.	1,050	7^{00}	7350
24	15-inch Culvert Pipe		Lin. Ft.	1400	7^{50}	10,500

OREGON STATE HIGHWAY DIVISION
~~SUMMARY—BID SCHEDULE~~—COST ESTIMATE

Sheet ____ of ____
Date ____
Section Carol Ave.–Maxwell Rd.
County ____
Kind Of Work Grading, Paving and Signals
Length 1.57mi
Name ____

No	ITEM	~~Code~~	Unit	Quant.	Unit Cost	Total
25	18-inch Culvert Pipe		Lin. Ft.	820	9^{00}	7380
26	21-inch Culvert Pipe		Lin. Ft.	600	11^{00}	6,600
27	24-inch Culvert Pipe		Lin. Ft.	520	14^{00}	7,280
28	36-inch Culvert Pipe		Lin. Ft.	1,430	24^{00}	34,320
29	42-inch Culvert Pipe		Lin. Ft.	1,130	30^{00}	33,900
30	Concrete Tee, 4-inch to 12-inch		Each	2	9^{00}	18
31	Concrete Tee, 10-inch To 15-inch		Each	3	20^{00}	60
32	Concrete Tee, 10-inch to 18-inch		Each	1	30^{00}	30
33	Concrete Tee, 15-inch To 15-inch		Each	1	40^{00}	40
34	42-inch Trash Rack		Each	1	125^{00}	125
35	Concrete Manholes, 10-inch To 24-inch		Each	13	500^{00}	6500
36	Concrete Manholes, 36-inch To 42-inch		Each	5	600^{00}	3000
37	Concrete Inlets, Type CG-3		Each	41	375^{00}	15,375
38	Concrete Inlets, Type B		Each	4	325^{00}	1,300
39	Concrete Inlets, Type D		Each	1	365^{00}	365
40	6-inch Concrete Driveways		Sq. Yd.	220	9^{00}	1980
41	8-inch Concrete Driveways		Sq. Yd.	880	12^{00}	10,560
42	Concrete Curb And Gutter		Lin. Ft.	14,050	3^{50}	49,175
43	Reinforced Curb And Gutter		Lin. Ft.	2,130	5^{00}	10,650
44	Loose Riprap, Class 100		Ton	150	11^{00}	1,650
45	Mail box Posts		Each	40	50^{00}	2,000
	TRAFFIC SIGNALS				subtotal	776,180
46	Traffic Signal Installation, Complete		Lump Sum	All Spec		52800
						828980

8-86

PRO 6-2

May 20, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
L. W. RULIEN

FROM L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. M-1375(1)
Lane County

We are submitting program data for one project, Item No. 77, Project No. M-1375(1), "Carol Ave. - Maxwell Road Section", which we desire to have included in the Urban System Highway Program.

This project has been selected by local officials and the Oregon Transportation Commission in cooperation with each other as required by the Federal-Aid Act.

It is our present intention to receive bids for this project on June 24, 1976.

JLG:rw

Encl.

cc: Alfred Shirley, Jr. (Region 3)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 20, 1976

CARD 2	REPORT NUMBER 1 (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Carol Ave. to Maxwell Rd. (Eugene) 21 65	**ADT**	PRESENT 8,000	FUTURE 13,000 (66) (70)	YEAR 96 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr, Dr, H.T. Pav't, Traf. Signal 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER	PREFIX LETTER(S) M- 14 23	NUMBER 1375 7

CARD 4	CLASS OF FEDERAL FUNDS Urban System	COUNTY NAME Lane					CODE 039 (14) (16)
	NAME OF URBAN AREA Eugene 17-31	ROUTE NO.	U	FEDERAL-AID 1375 (32)	STATE Co. Rd. (36)	U.S. -- (37) (41)	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
									ESTIMATED PROJECT COST BY PHASES			
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 6203 Y031		"Carol Ave-Maxwell Rd. Section"	1.52	915,000	367,500	51,250	496,250 (Co.)

CARD 1	CODE 1	PREPARED BY JLG	PROJECT TOTALS	1.52	915,000	367,500	51,250	496,250 (Co.)
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (28)	REMARKS	

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

May 20, 1976

ypewriter spaces)
e. to Maxwell Rd. (Eugene)

ADT	PRESENT 8,000	FUTURE 13,000	YEAR 96	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE W32	ITEM NO. 77

									PROJECT NUMBER			T. Projects Only	
NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PREFIX LETTER(S)		M-	NUMBER 1375	SEQ. NO. (1)	POST MI.	DESIG.

Urban System

COUNTY NAME Lane — CODE 039

PROGRAM STAGE ☐ 1 OR ☒ 2

Eugene

ROUTE NO. — FEDERAL-AID U 1375 — STATE Co. Rd. — U.S. --

TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
"Carol Ave-Maxwell Rd. Section"	1.52	915,000	367,500	51,250	496,250 (Co.)	Utility adjustment required. ROW-60 min.; Access control-none; Parking Restrictions-complete.
JLG — PROJECT TOTALS	1.52	915,000	367,500	51,250	496,250 (Co.)	

REMARKS

-OVER-

CAROL AVE.-MAXWELL ROAD SECTION
PROJECT NO. M-1375(1)

Existing Facility: Two lane 20-ft. bituminous surfaced roadway with gravel shoulders.

Adjacent Sections:
N. End - - Same as existing facility.
S. End - - Jct. Oregon 99

Project Data: The work consists of grade, drain and high-type pave a basic 44-ft. curbed section to provide two 11-ft. travel lanes, 5-ft. shoulders, a 12-ft. continuous left turn median lane and a channelized 50-ft. curbed section on the south 430-ft. Construct a 5-ft. asphalt concrete walk on the west side. Install traffic control signals at the intersections with Irving Road and Maxwell Road.
Note: Construction engineering to be done by County Forces with required review by State Forces.

IM 50-1-70 Requirements: Exempt from State Clearinghouse and District 5 Clearinghouse A-95 review under working agreements.

FHPM 7-7-2 Requirements: Nonmajor action project concurred in by FHWA on March 5, 1975.

FHPM 7-7-5 Requirements:
(a) Public Hearings - - None required under Oregon Action Plan (Category 3)
(b) Location/Design - - Not a factor in the development of this project.

Control of Utilities: A State-County agreement was executed on April 28, 1975 to comply with paragraph 6d(1) of PPM 30-4.1.

Maintenance of Traffic Operations Improvements: A State-County agreement was executed April 28, 1975 to comply with Section 116, Title 23 USC.

Data for PR-37:

Roadway (Type Code 6203) - - - - - - -
Traffic Signal (Type Code Y031) - - -

Note:
(1) This project is in Congressional
(2) On-the-job trainees, as set forth
7-2(2), on this project will be d
and the number stipulated in the
(3) Railway-highway crossing no. 3E-1
Electric Railway (Burlington Nort
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proper safety protective devices
(4) The project is included in the ap

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facility.

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April 28, 1975 to comply with

Data for PR-37:

Roadway (Type Code 6203) - - - - - - - - - - $857,000
Traffic Signal (Type Code Y031) - - - - - 58,000

Note:

(1) This project is in Congressional District No. 4.
(2) On-the-job trainees, as set forth in FHWA Order Interim 7-2(2), on this project will be determined at PS&E stage and the number stipulated in the PS&E documents.
(3) Railway-highway crossing no. 3E-138.30 of the Oregon Electric Railway (Burlington Northern), located approximately 150 feet off the south end of the project, has proper safety protective devices in operation.
(4) The project is included in the approved 1/76 - 6/77 TIP.

FAUS

DATE: May 19, 1976

TO: MEMO TO THE FILES

Richard Unrein

FROM: Richard Unrein
Urban Engineer

RE: Carol Ave.-Maxwell Rd. Section
Prairie Rd., FAU 1375
Lane County

Glen Clark called this date and said Lane County desired to have the project agreement amended to have them responsible for construction engineering services.

Lane County also requested that federal participation be limited to $367,500 in our programming with FHWA.

RU:sch

cc: E. S. Hunter
L. W. Rulien
J. H. Versteeg
C. T. Keasey
D. E. Swan

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

7376

L

FORM 81.734 3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 11, 1976

FILE:

FROM: John Day
John Day

TO: MEMO TO THE FILES

SUBJECT: Temporary Protection and Direction of Traffic
Beltline Rd. at Coburg Rd. (Eugene) and Coral Ave. -Maxwell Rd. Sections

On Friday, May 7, 1976, I discussed methods of payment for Temporary Protection and Direction of Traffic on the above project with Mr. John Schmidt of Lane County.

I pointed out that our practice has been to pay unit prices for signs, barricades, flagmen, etc. and that this practice has come to be expected by bidders as well as the fact that we find adjustments and changes in temporary protection much easier to handle through bid item quantity changes rather than negotiated prices under the contract.

Mr. Schmidt told me Lane County has been bidding all temporary protection on a lump sum basis for some time and has had no problems with changes under this method and has not negotiated price adjustments for such changes. Also he told me that he and Mr. Price, the County Engineer, had discussed our methods of unit prices and Mr. Price was very much in favor of continuing their usual lump sum payment procedure on this project. With their more limited field personnel they felt determination of pay quantities would be difficult to verify.

NOTED
E. S. HUNTER

JD:fw

cc: E. S. Hunter
J. H. Versteeg
Alfred Shirley, Jr.
William Anhorn

RECEIVED
MAY 13 1976

8346

Lane Co.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
April 30, 1976

FILE:

FROM: L. E. George
Traffic Engineer

TO: Duane O. Christenson
Final Design Engineer

SUBJECT: Preliminary Plans Review
Carol Ave.-Maxwell Rd. Sec.
FAU 1375 (Prairie Rd.)
Lane County

The number of sidewalks ramps at the intersection of Prairie Road and Irving Road should be reduced from eight (8) to four (4) to provide for safer placement of pedestrian crossings. Dudley Hemphill, Lane County Traffic Engineer concurs with the changes. The four (4) ramps should be placed in the center of the curb radius.

L E George

L. E. George
Traffic Engineer

JII:rj

1 Versteeg ✓
Olson
2 Christensen Don
[illegible]
Swenson
Savage
Trout

RECEIVED
MAY 3 - 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do n[illegible]
R[illegible]
B[illegible]
Ot[illegible]

REFERRED TO

Beard
1 Cole WEG
Eriksen
Hager
Reed
Semple
Watson
Wolfe

[✓ Return] Discuss [✓ Do] File Copy Due

BY FINAL DESIGN ENGINEER

FAUS

TRANSMITTAL SLIP DATE 4-29-76

BALDWIN
KLABOE
JOHNSON
HUNTER
SCHROEDER
COULTER
ADM. ASSISTANT
BRIDGE DESIGN
CHIEF COUNSEL

CITY-COUNTY
CONSTRUCTION
EQUIPMENT-SHOPS
ENVIRONMENTAL
FINANCE
FHWA
LOCATION
MAINTENANCE
MANAGEMENT SERVICES

MATERIALS
PARKS
PERMITS & WEIGH
PERSONNEL
PLANNING
PROJECT MANAGEMENT
PUBLIC AFFAIRS
RADIO
RESEARCH
RIGHT OF WAY
ROAD DESIGN

SECRETARY
SIGN SHOP
TRAFFIC
FILES
MAIL
ESHB
REGION 3

ATTENTION Elen Clark

FROM Co-City

ACTION

☐ NOTE AND FILE
☐ NOTE AND RETURN TO ME
☐ RETURN WITH MORE DETAILS
☐ NOTE AND SEE ME
☐ PLEASE ANSWER
☐ FOR YOUR APPROVAL

☐ PREPARE REPLY FOR MY SIGNATURE
☑ TAKE APPROPRIATE ACTION
☐ PER YOUR REQUEST
☐ SIGNATURE
☐ FOR YOUR INFORMATION
☐ INVESTIGATE

COMMENTS Please forward the attached to Lane County for approval signatures & return 1 copy for our files.

JPS

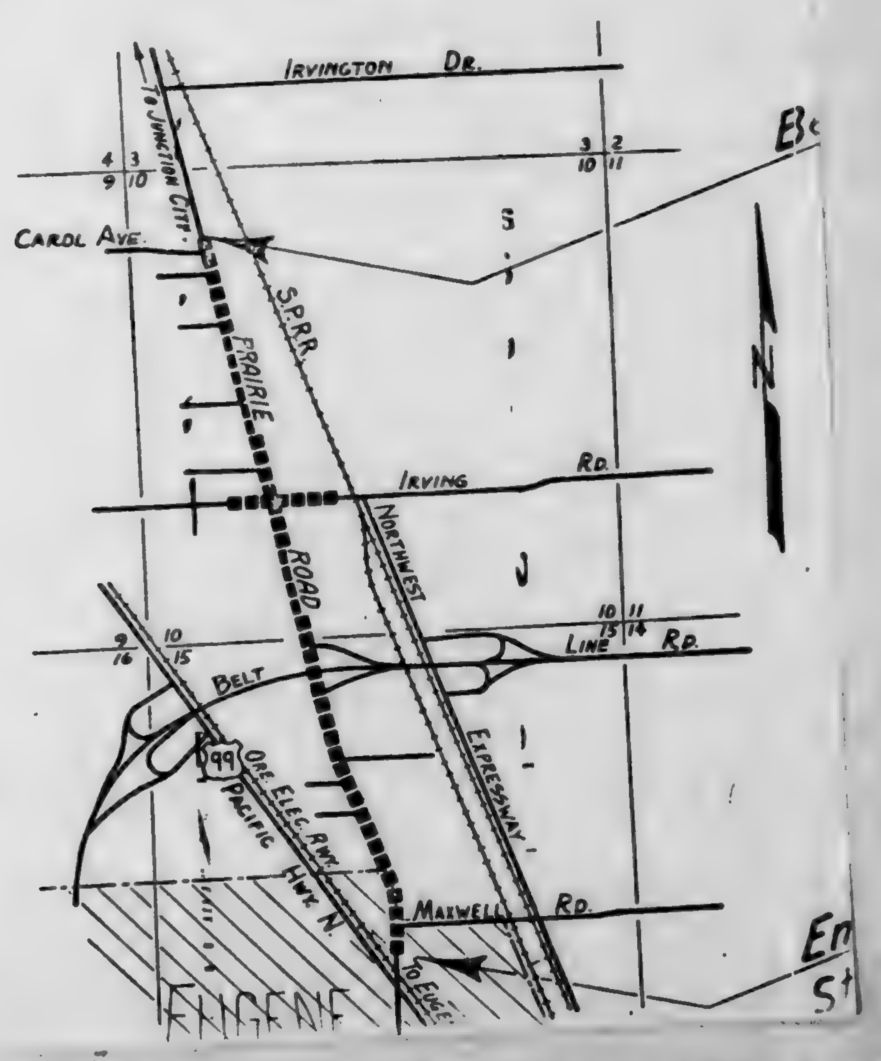
FORM 81-734-3100 SP*10283-734

STATE OF OREGON
STATE HIGHWAY DIVISI

PLANS FOR PROPOSED PROJECT
GRADING, PAVING, STORM SEWERS, SIDEWALK, & S

CAROL AVE.~MAXWELL
FAU 1375 (PRAIRIE
LANE COUNTY

☐ ENGR. ☐ ASST. ☑ OE ☐ AE ☑ UE
☑ UPE ☒ CE ☐ RE ☐ ME ☐



IRVINGTON DR.
TO JUNCTION CITY
4 3
9 10
3 2
10 11
CAROL AVE.
S.P.R.R.
PRAIRIE ROAD
IRVING RD.
NORTHWEST EXPRESSWAY
10 11
15 14
LINE RD.
9 10
16 15
BELT
99
ORE. ELEC. RWY.
PACIFIC HWY N.
MAXWELL RD.
TO EUGE
EUGENE
N

Overall Length of Project 1.57 Miles

CAROL AVE.-MAXWELL RD. SEC. FAU 1375 (PRAIRIE RD) LANE COUNTY				SHE NO
				/
FED ROAD Div No	STATE	PROJECT NUMBER	FISCAL YEAR	TOT SHE
10	OREGON			See

F OREGON

Y DIVISION

OPOSED PROJECT

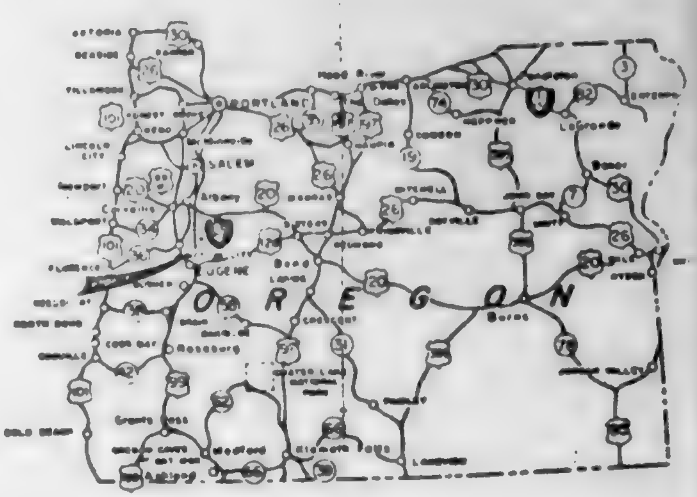
JERS, SIDEWALK, & SIGNALS

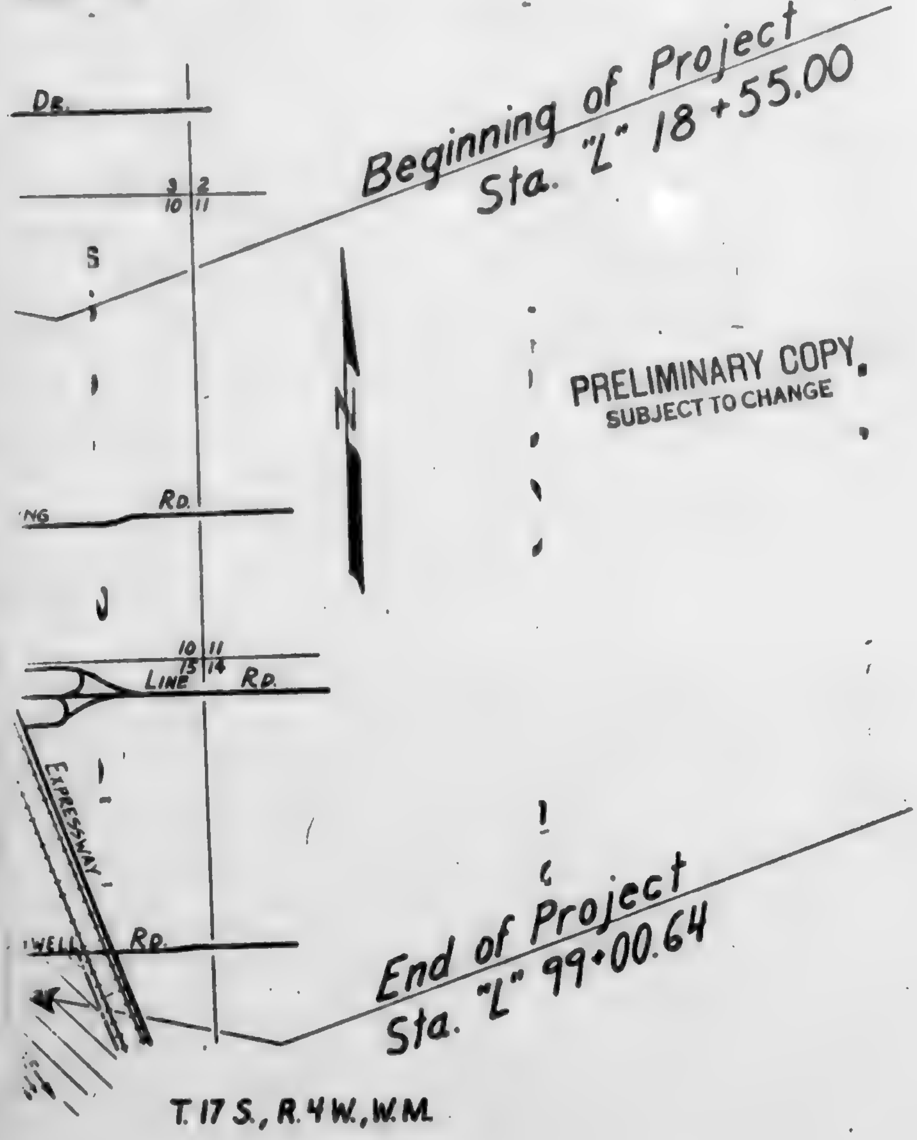
AXWELL RD. SEC.

(PRAIRIE RD.)

COUNTY

PRELIMINARY COPY
APR 29 1976
SUBJECT TO CHANGE
FINAL DESIGN UNIT




Beginning of Project
Sta. "L" 18+55.00
DR.
3 2
10 11
S
N
NG RD.
10 11
15 14
LINE RD.
EXPRESSWAY
WELL RD.
End of Project
Sta. "L" 99+00.64
T. 17 S., R. 4 W., W.M.

PRELIMINARY COPY
SUBJECT TO CHANGE

APPROVED Al Drum
Lane County

FRED B. KLABOE

EDGAR S. HUNTER
MAY 13, 1960

Fred B. Klaboe ADMINISTRATOR AND HIGHWAY ENGINEER

E. S. Hunter DEPUTY HIGHWAY ENGINEER

ap
Feet
00

OREGON TRANSPORTATION COMMISSION

Glenn L. Jackson Chairman
Gordon Coleman Commissioner
Michael P. Hollern Commissioner
Robert L. Mitchell Commissioner
Tom Walsh Commissioner
Robert A. Burco Director Of Transportation

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER DATE

286 L

OREGON STATE HIGHWAY DIVISION
Location Section

Section: Carol Ave.-Maxwell Rd. (Prairie Road)
Highway: FAU 1375
County: Lane
Prefix:
Res. Engr:

Date April 21, 1976
Twenty Year Traffic Coefficient 9.8
18 kip s.a. per day 276.0
R value 8
Frost Penetration - - - -
CBE Total Requirement 32.0"

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
2.0"	A.C. (Final Application)	4.0"
2.0"	A.C.W.S.	4.0"
9.0"	A.C.B.	18.0"
6.0"	L.T.S.	6.0"
19.0"		32.0"

RECEIVED
STATE HWY ENGR
APR 22 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act

1.0"	Asphaltic Concrete Wearing Surface & Base	=2.0" Aggregate Base
1.0"	Cement Treated Base	=1.8" Aggregate Base
1.0"	Plant Mix Bituminous Base	=1.8" Aggregate Base
1.0"	Emulsion Treated Wearing Surface & Base	=1.8" Aggregate Base
1.0"	Soil Cement (Existing Roadway Material)	=1.5" Aggregate Base
1.0"	Oil Mat	=1.1" Aggregate Base
1.0"	Lime or Cement Treated Subgrade	=1.0" Aggregate Base
1.0"	Aggregate Subbase	=0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Region Engineer
Resident Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Materials
City-County

[illegible]
E. S. HUNTER

Lane Co

Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
APR 15 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________

April 15, 1976

Department of Transportation
Lane County
1820 Roosevelt Blvd.
Eugene, Oregon 97402

Attention: George Price
Principal Engineer

Dear Mr. Price:

Re: Carol Ave.-Maxwell Road
(Prairie Road) Section
Lane County

Attached is one set of the grading and paving plans and details which have been reviewed by this office. Revisions and comments have been noted thereon. Traffic is reviewing the signal plans and will forward their comments to you.

This project has been requested for the June 24, 1976, letting. The revised tracings will need to be in this office by April 23, 1976, if we are to have any chance of meeting this date. Even at that it is questionable at this late date.

Very truly yours,

J. H. Versteeg
Road Design Engineer
By:
ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

DOC:jh
cc: L. W. Rulien
L. E. George
C. G. Swenson
W. E. Cole
Glen Green, FHWA

8386

May 5, 1975

Board of County Commissioners
Lane County
Courthouse
Eugene, OR 97401

Attention: Donald M. Penfold
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 5287

Gentlemen:

Attached for your records is a fully executed copy of an urban system project agreement covering the Irvington-Maxwell Road Section of Prairie Road.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkm

Att.

cc Don Harwell (agree. att.)

Jan
Lane Co

PRO 4-3

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE March 11, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

SUBJECT Assessment and Project Category
Prairie Road Reconstruction
(Between Maxwell Road & Irvington Dr.)
Prairie Road
Lane County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category 3 project of non-major action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd (3)
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter (2)
Gary Sund
R. E. Royer
County/City Unit
D. E. Swan
B. L. Gifford
Region 3 : A. Shirley, Jr.
District 5 : Wm. Anhorn

RECEIVED
COUNTY & CITY SECTION
MAR 19 1975
☒ ENGR. ☐ COOR. ☑ CE ☐ AE ■
☒ UPE ☐ CE ☒ RE ☒ RPE ☐

Approved
3-13-75
ESH

PROJECT MANAGEMENT SECTION
ROUTING ACTION INFO
FEDERAL AID
INVENTORY-NEEDS
MAR 11 1975
REMARKS:

RECEIVED
MAR 12 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date February 12, 1975

A. PROJECT IDENTIFICATION M-1375 (-)

Name of Project Prairie Road Reconstruction (between Maxwell Road & Irvington Drive) (Section)

Location of Project Prairie Road (Highway Name) County Road 203 (Highway No., US - ORE)

--- (City) Lane (County) III (Region)

Program FAU (50%) (Funding) $735,000 Total (Estimated Cost) --- (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To upgrade an existing 20 foot wide oil-matt roadway which has narrow gravel shoulders and open ditches so as to meet urban standards to include curbs and gutters, sidewalk and bikelane.

Origin and History: Project area in trasition from agricultural to rural residential and industrial uses. Road former FAP Type II; designated as minor arterial in 1985 E-SATS Interim Plan adopted by Lane Council of Governments in 1970; project on FAU system adopted by L-COG Jan., 1974; L-COG A-95 review and approval April 2, 1974.

C. DESCRIPTION OF PROJECT

Length 1.84 miles

Termini Maxwell Road on the south; Irvington Drive on the North

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT
NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Road has 60' wide right-of-way which has existed for many years. Approximately 6.3 acres of this right-of-way will be used (cont., 2A)

Typical Section 44 foot section with two travel lanes; a median; parking on westside; a bike lane and shy space on east side.

Structures Mast-arm traffic control signals at intersections with Maxwell Road and Irving Road.

Characteristics (ADT) Present - 8,000; projected: (1976) 9,300, (2000) 13,000. Approximately 10% is truck traffic (most of which serves industrial and commercial activities between Irving Road and Highway 99).

Other General Information (or Supplemental information to items) Prairie Road serves as an alternate for an eight mile section of U.S. Highway 99 from south of Maxwell Road to north of State Highway 36.

Project Sketch Map is Attached: ☒ Yes ☐ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Purpose of construction is the upgrading of an existing roadway upon which many developed properties depend for access; thus no other location alternative is considered feasible. Minimum improvement design alternative would be two 12 foot lanes with curbs, gutters and sidewalks, providing a road to urban standards, but with little flexibility for greater capacity given larger future traffic loadings.

(cont., 2A)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☐ Not Required ☒ (see footnote) Required ☐ Recommended

Type __________ Tentative Date(s) __________

A-95 Review: ☒ Not Required ☐ Required

Footnote: Public hearing a local requirement because property owners will be assessed.

Right-of-Way cont., - for improvement; presently occupied by road shoulders ditches, utilities, storage areas and yards of adjoining properties.

D. Location and/or Design Alternatives cont., - Additional road section alternatives include 2 travel lanes plus turn lane, and 4 travel lanes. These alternatives would provide more capacity than presently necessary without the opportunity for parking and bicycle accommodations within the existing right-of-way. No build ?

F. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Soils, Water Features, Drainage, etc.) The topography of the project area is flat with a general slope to the northwest at about 2 feet gradient in one mile of run. The swells of the area are fine textured alluvial silts and clays overlaying alluvial gravel beds at depths of from 2 feet to 8 feet. Ground water conditions vary from perched waters at 2 feet to 6 feet. Surface drainage is north and west along depressed channels leveled by the old meanders and flood channel scours of the Willamette River and Amazon Creek. The flora of the area are grassland oriented with dry landgrasses and forbes dominating. Trees and shrubs found are green ash, white oak, Douglas fir, Osage orange cedar, rabbit bush, wild hazel nut, willow, poison oak, Oregon grape, etc. Very few small mammals are present due to the residential and industrial character of the area. Bird life found includes normal song birds, quail, hawks, and owls.

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) Development in the project area between Maxwell Road and Irving Road is almost exclusively industrial and warehousing with a focus toward wood products and agriculture. North of Irving Road there is a transition to rural residential land use with an occasional church or neighborhood store. Ninety percent of the entire project area is zoned for heavy industry with the balance in residential or agricultural zoning. The area has electricity and city water but no sanitary or storm sewers. The primary local contributor to air and noise pollution is the automobile, although this source is most prevalent in the industrial area where 10% or more of the traffic composition is trucks.

G. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: This road has had a 60 foot right-of-way for many years. No additional right-of-way is required and no private property will be purchased. No residents of the area will require relocation.

   Consequences: Some industrial and residential activities that used County right-of-way for storage or yards will no longer be able to do so.

2. Estimated Changes in Traffic Patterns: Roadway improvement will not interrupt any existing roads nor add any new access to existing roads. Functions of existing arterials and collectors in the area are enough dissimilar so as not to result in diversion of traffic onto this improved road. Existing speed limit is 40 mph and is not expected to change. Pedestrian and bicycle facilities will increase the attractiveness for these modes of travel within the Prairie Road corridor.

   Consequences:

   Please see attached sheet.

3. Estimated Changes in Land Use: Gradual upgrading of existing developments (especially residential) which now show many signs of neglect. Without sanitary sewers new development expected to remain slow.

   Consequences: No rapid or direct changes in land use as a result of this project.

4. Expected Adverse Effects on Natural Ecological Resources: None.

   Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: None. This project will improve the attractiveness and livability of the area. There will be very little disruption to existing scenic resources, such as street trees, as very few exist within the road right-of-way.

   Consequences:

2. Estimated changes in Traffic Patterns

Consequences: Existing traffic will be better served. Road improvement will result in gradual increases to volume over the years as this better facility makes surrounding property more desirable. Bicycle and pedestrian traffic is expected to increase and some who now make trips within the area in their car will undoubtedly switch to these alternate modes of travel. Others who presently walk or ride bicycles will do so in greater safety.

6. Preliminary Identification of Areas of Critical Environmental Concern: None.

7. Potential for Controversial Issues: Adjoining property owners will be assessed for the costs of curbs, gutters, and the sidewalk. This is the only potential issue for controversy identified.

H. STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

Personnel	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	XXX		
Urban Economist	XXX		
Water Quality Spec.	XXX		
Acoustical Engineer	XXX		
Air Quality Engineer	XXX		
Cultural Geographer	XXX		
Urban Planner	XXX		
Geologist	XXX		

* For the sake of clarification and mutual understanding the terms minimum, average, and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.
AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.
MAXIMUM - Special detail of analysis. Comprehensive technical report.

I. TYPE OF DOCUMENTATION RECOMMENDED:

☐ Draft EIS

☐ Final EIS

☐ Supplemental Draft EIS

☐ Supplemental Final EIS

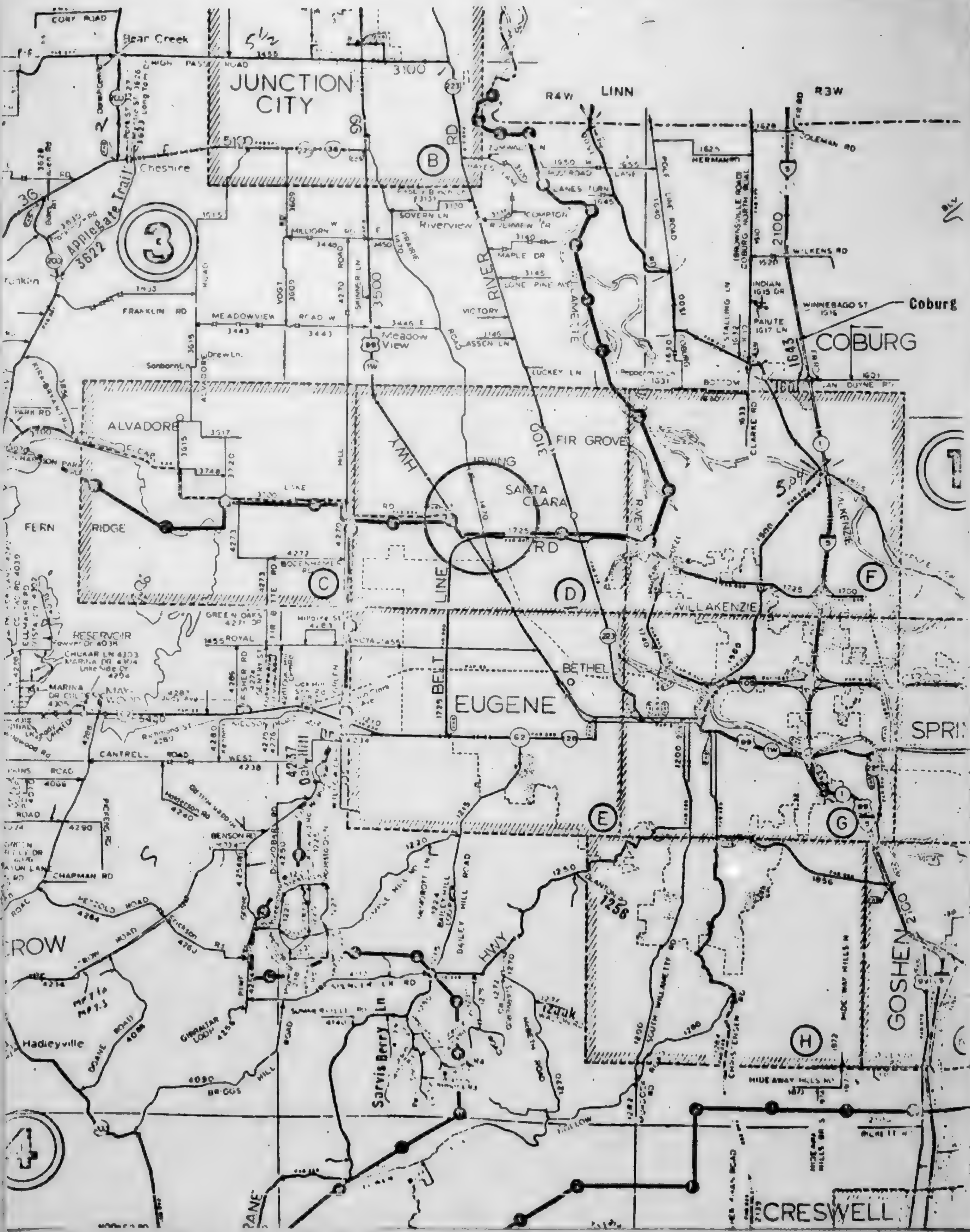
☐ Section 4(f)

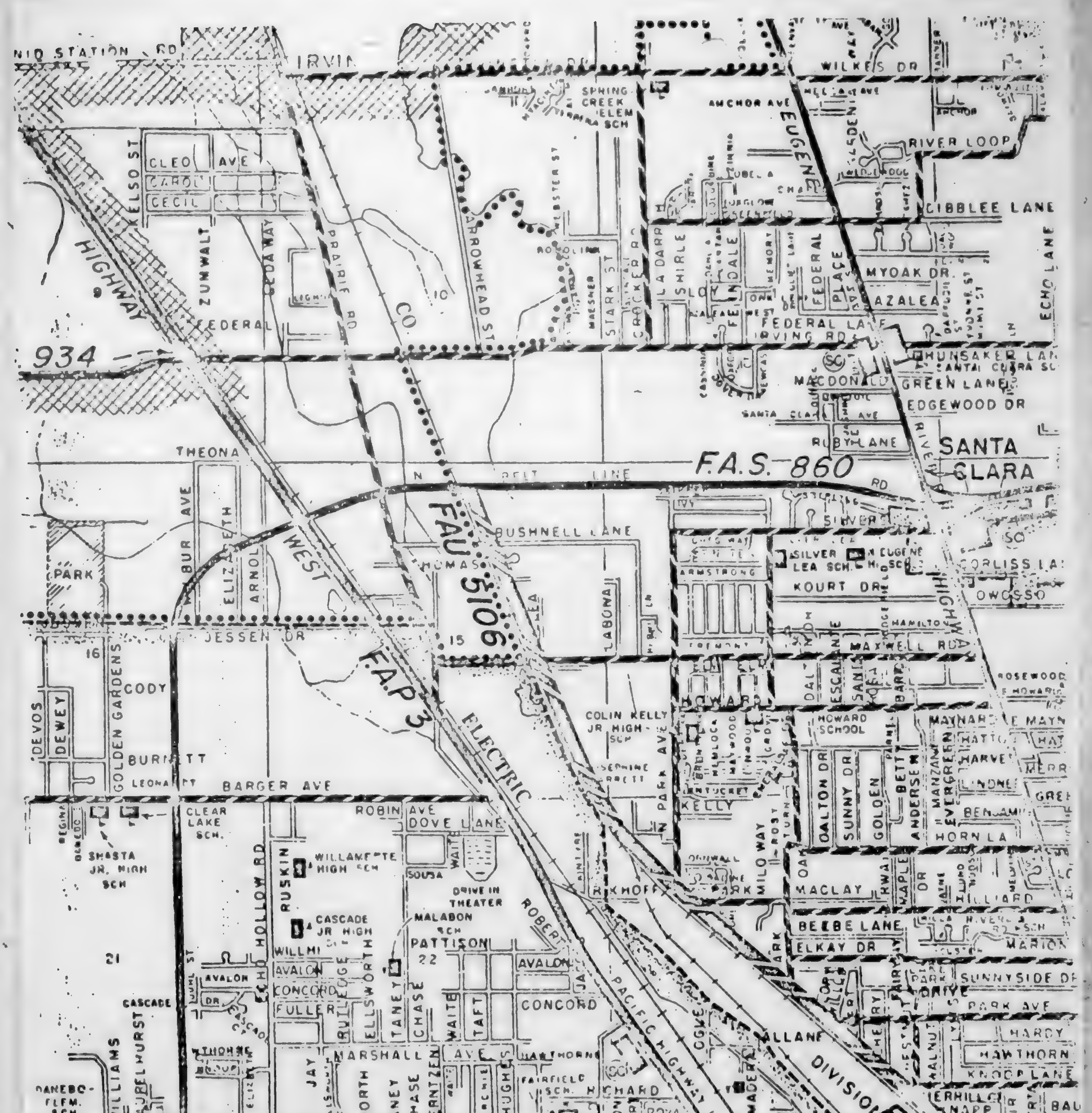
☐ Negative Declaration

☐ State-Wide Negative Declaration

☒ Other None of the above if defined as non-major action. (Title 23 CFR, Chapter 1, Part 771.9c)

According to Chapter I of Title 23 CFR, Part 771, this project is deemed a non-major action.


JUNCTION CITY
Bear Creek
Cheshire
Applegate Trail
3622
3
Franklin
Riverview
Meadow View
R4W
LINN
R3W
COBURG
Coburg
B
ALVADORE
FERN
RIDGE
IRVING
SANTA CLARA
FIR GROVE
RIVER RD
HWY
BELT LINE
C
D
F
WILLAKENZIE
RESERVOIR
BETHEL
EUGENE
SPRI
E
G
CROW
Hadleyville
4
GOSHEN
H
Sarvis Berry Ln
CRESWELL
CANTRELL ROAD
FRANKLIN RD
MEADOWVIEW
ROYAL
HIGH PASS ROAD
LUCKEY LN
WILLAMETTE
BAILEY HILL ROAD
HIDE AWAY HILLS
BRIGGS HILL ROAD
CHAPMAN RD
GRIMM HILL



NIO STATION RD
IRVIN
WILKES DR
ANCHOR AVE
SPRING CREEK ELEM SCH
RIVER LOOP
EUGENE
CLEO AVE
CAROL
CECIL
KELSO ST
ZUMWALT
HIGHWAY
PRAIRIE RD
ARROWHEAD ST
CO.
10
9
STARK ST
CROCKER RD
LA DARR
SHIRLEY
FERNDALE
FEDERAL
PLACE
MYOAK DR.
AZALEA
CIBBLEE LANE
ECHO LANE
FEDERAL
FEDERAL LANE
IRVING RD
934
HUNSAKER LANE
SANTA CLARA SCH
MACDONALD
GREEN LANE
EDGEWOOD DR
RUBY LANE
RIVER
SANTA
CLARA
THEONA
F.A.S. 860
N. BELT LINE RD.
FAU 5106
BUSHNELL LANE
THOMAS
SILVER LEA SCH
N. EUGENE HI SCH
ARMSTRONG
KOURT DR
CORLISS LANE
OWOSSO
HIGHWAY
PARK
BUR AVE
ELIZABETH
ARNOLD
WEST
LEA
LABONA
JESSEN DR
16
15
MAXWELL RD
ROSEWOOD
F.A.P. 3
CODY
DEVOS
DEWEY
GOLDEN GARDENS
BURNETT
ELECTRIC
COLIN KELLY JR HIGH SCH
HOWARD
HOWARD SCHOOL
MAYNARD
HATTON
HARVEY
LEONARD
BARGER AVE
KELLY
DALTON DR
SUNNY DR
GOLDEN
BETTY
ANDERSEN
MANZANITA
EVERGREEN
LINDNER
BENJAMIN
HORN LA
CLEAR LAKE SCH
SHASTA JR. HIGH SCH
ROBIN AVE
DOVE LANE
PARK AVE
WILLAMETTE HIGH SCH
RUSKIN
HOLLOW RD
SOUSA
WAITE
DRIVE IN THEATER
MALABON SCH
ROBERTS
MILO WAY
MACLAY
CASCADE JR HIGH SCH
PATTISON
22
21
BEEBE LANE
ELKAY DR
MARION
AVALON
CONCORD
FULLER
RUTLEDGE
ELLSWORTH
TANEY
CHASE
WAITE
TAFT
AVALON
CONCORD
PACIFIC HIGHWAY
CASCADE
SUNNYSIDE DR
PARK AVE
HARDY
HAWTHORN
KNOOP LANE
WILLIAMS
AUBELHURST
MARSHALL AVE
HAWTHORNE
JAY
DIVISION
FAU 5105
DANEBO ELEM SCH
FAIRFIELD SCH
RICHARD
ROYAL
MADERA
DANEBO
BELL
WOOD
BAXTER
GILBERT
DAVIS
HAROLD
ELMIRA
NAPP
CROCKS
F.A.P. 25
PERSHING
CROSS
27
28
860
RUTLEDGE
BERTELSEN
BAXTER
ALVA PARK
CO.
CROSS
FIGUEROA
MEADOW LN
CROSS

Rulien
fan

PRO 6

1859

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

March 5, 1975

Mr. Al Driver, Director
Department of Transportation
Lane County
1820 Roosevelt Boulevard
Eugene, OR 97402

Dear Mr. Driver:

This will acknowledge receipt of your check dated February 21, 1975, (received by this office March 5, 1975) in the amount of $18,250.00 for the requested Advance Deposit to cover the estimated cost of State force work associated with the two FAU projects (Beltline Road-Coburg Road, $11,500.00, and the Prairie Road project, $6,750.00) approved by the Oregon Transportation Commission January 22, 1975.

By a copy of this letter, your check is being forwarded to Mr. Vernon Skoog, Highway Controller, Finance Branch, for routine handling.

Also by a copy of this letter, a copy of our Order to Render Service is being sent to all affected Highway Division units which will be expending funds in assisting and supporting these two projects. Prefixes have been assigned and can now be utilized.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Hopkins
Harwell
Holmes
Prange
Unrein ✓

RECEIVED
MAR 11 1975
COUNTY
CITY
UNIT

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ______
Bring Up ___/___/___
Other ______

Unrein
#

GLC/dt

cc: L. W. Rulien ✓
Gary Potter
Victor Wolfe
J. H. Versteeg
J. B. Boyd
Walter Hart
Vernon Skoog

PROJECT MANAGEMENT SECTION ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY MAR - 6 1975	VKF.	Vo. H
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

Form [illegible]19—3M—12-64

Oregon State Highway Department

Order to Render Service

(Or to Furnish Materials)

Party Requesting Service:

Lane County

Order No. 3-79

Date 1-28-75

By: Al Driver

Prefix and account number to which work is to be charged 7810-900

Director, Dept. of Transportation
(Official Capacity)

Description and Location of Work To Be Performed or Materials To Be Furnished: Provide preliminary engineering services to Lane County to assist them in the preparation of all necessary work and costs involved to widen the Beltline Road (FAU 1035) at Coburg Road (FAU 1305) Section. Services and amount to be provided are listed below:

Estimate of Quantities and Cost

Final Design	$5,000	Location Studies	$500
Bridge Design (Plan Review)	1,000	Specifications	1,000
Preliminary Design	1,000	Hearings (Notices)	250
Soils & Geology and Foundation Explorations	1,000	Environmental	250
		Utility	500
Landscape	1,000	Total	$11,500

Basis of Payment:

☐ Monthly payments
☒ Single payment on completion of work
☐ Other basis as follows:

Amount of advance deposit (if any) $11,500

Deposit received by Secretary on

Authority from Requisitionist:

☐ Agreement dated
☒ Letter to Glen Clark, date Jan. 7, 1975
☐ Oral request to, date

Department Authority:

☐ Order of Highway Commission
☒ Order of State Highway Engineer
☐ Head of department issuing order

Field information submitted by in letter dated

Expected date of completion of work or delivery of materials March 1976

Superintendent or engineer responsible for performance of work and submission of information for billing Alfred Shirley, Jr.

Record of billing requests:

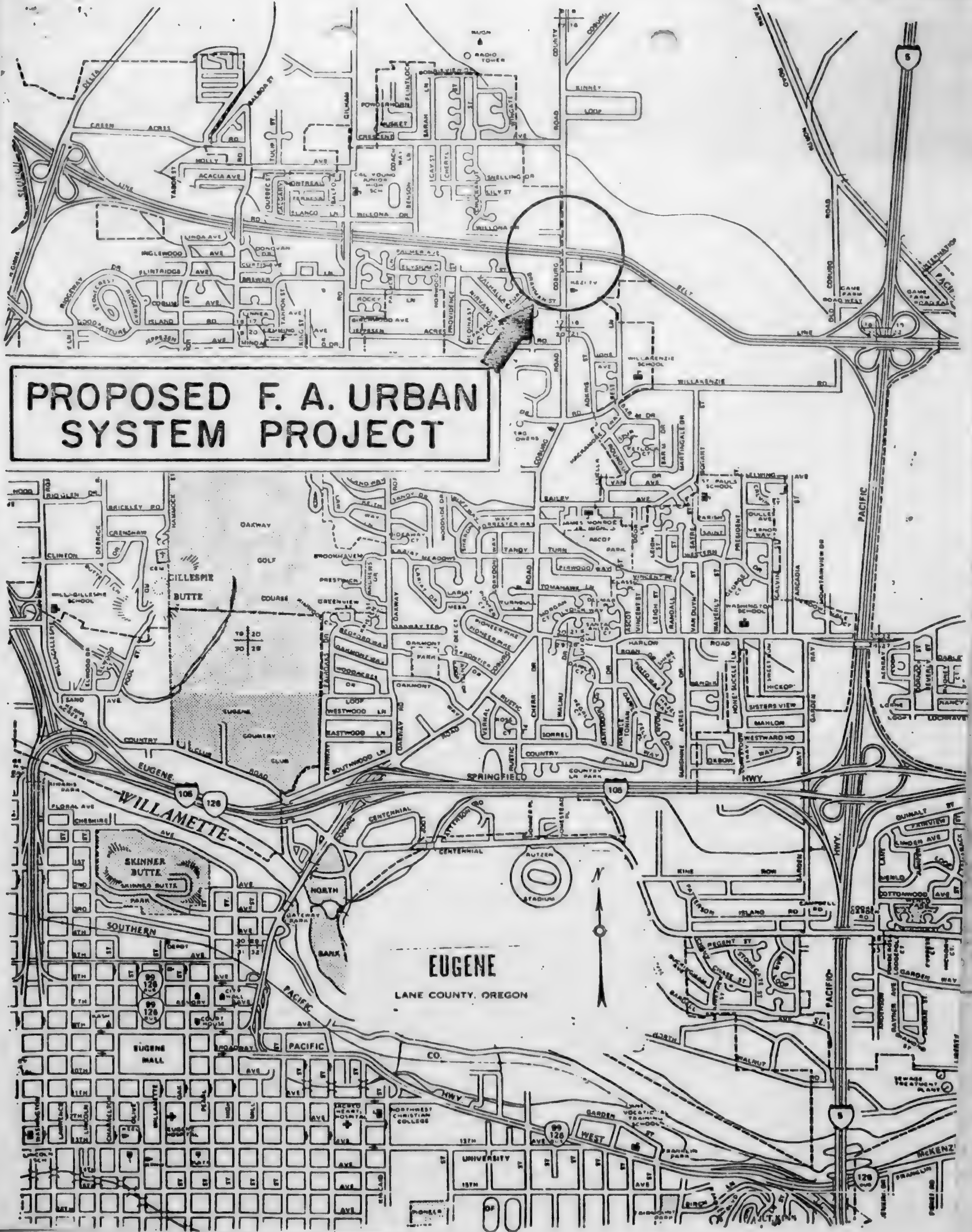
Number . . .			
Date			
Amount . . .			

Order prepared by Department

Signed

Instructions: Department head or staff engineer approving order will send original copy to Office Engineer and will retain duplicate copy. He will also send copies to interested division engineer, resident engineer and/or maintenance superintendent.

SP*F130


PROPOSED F. A. URBAN SYSTEM PROJECT
EUGENE
LANE COUNTY, OREGON
N
WILLAMETTE
SKINNER BUTTE
GILLESPIE BUTTE
OAKWAY GOLF COURSE
EUGENE COUNTRY CLUB
AUTZEN STADIUM
EUGENE MALL
SPRINGFIELD HWY
BELT LINE RD
COBURG RD
PACIFIC HWY
SOUTHERN PACIFIC CO.
105
126
99
5

8366 45

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Memorandum

Box 300
Salem OR 97308

DATE: March 5, 1975

In reply refer to: 1041DB.3

SUBJECT: Oregon Project M-1375(-)
Prairie Road Reconstruction
(Between Maxwell Rd. & Irvington Dr.)
Prairie Road, Lane County
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. L. W. Rulien, Project Management Engineer

The subject project assessment submitted with Mr. Rulien's February 19, 1975 letter has been reviewed. We concur with your finding that the proposed project constitutes a non-major action.

It should be understood that our concurrence is only on the type of action. The proposed standards, the design, and other specific details contained in the assessment will be subject to future reviews.

William H. Kappus
for G. L. Green

NOTED
E. S. HUNTER

Attachment
Project Assessment

cc:
OSHD (G Potter)

RECEIVED
STATE HWY ENGR
MAR 10 '75
REFER TO
FOR
Info Inv. R.D D.R Sign Att

3-10-75
Rulien - Please handle.

RECEIVED
MAR 10 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

3-10-75
ORIGINAL TO
L. W. Rulien
w/att.

Rulien

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
[redacted]
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. George Capelle
Department of Transportation
Lane County
135 East Sixth Avenue
Eugene, OR 97401

February 13, 1975

Dear Mr. Capelle:

This will acknowledge your letter of February 12, 1975, transmitting revised cross-section data as suggested by this office due to the illegal two-way bike path at grade shown on your earlier project application.

This change is being forwarded to the Project Management Section for inclusion in the project file.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien ✓

Geo/R

PROJECT MANAGEMENT SECTION

ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID	[illegible]	[illegible]
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		

REMARKS:

FEB 18 1975

lane county

February 12, 1975

Mr. Glen L. Clark
Regional Federal Aid Engineer
Oregon State Highway Division
P. O. Box 1128
Roseburg, OR 97470

Dear Mr. Clark:

You will find attached a sketch of the proposed road sections for Prairie Road (FAU reconstruction project).

The design has been modified to conform with basic differences in land use between the two locations shown; that portion to the north being basically residential in nature, while the south portion has an industrial-commercial character. The design has also been modified to allow for recent Postal Service requirements for curb-side mailboxes.

The result of these modifications is that the sidewalk has been set back and that parking has been replaced by a bike lane for the section between Irving and Maxwell roads.

Naturally, these designs are still preliminary and subject to change. If there are any further questions, please do not hesitate to contact us.

Very truly yours,

Al Driver, Director
Department of Transportation

George Capelle

By: George Capelle nlj

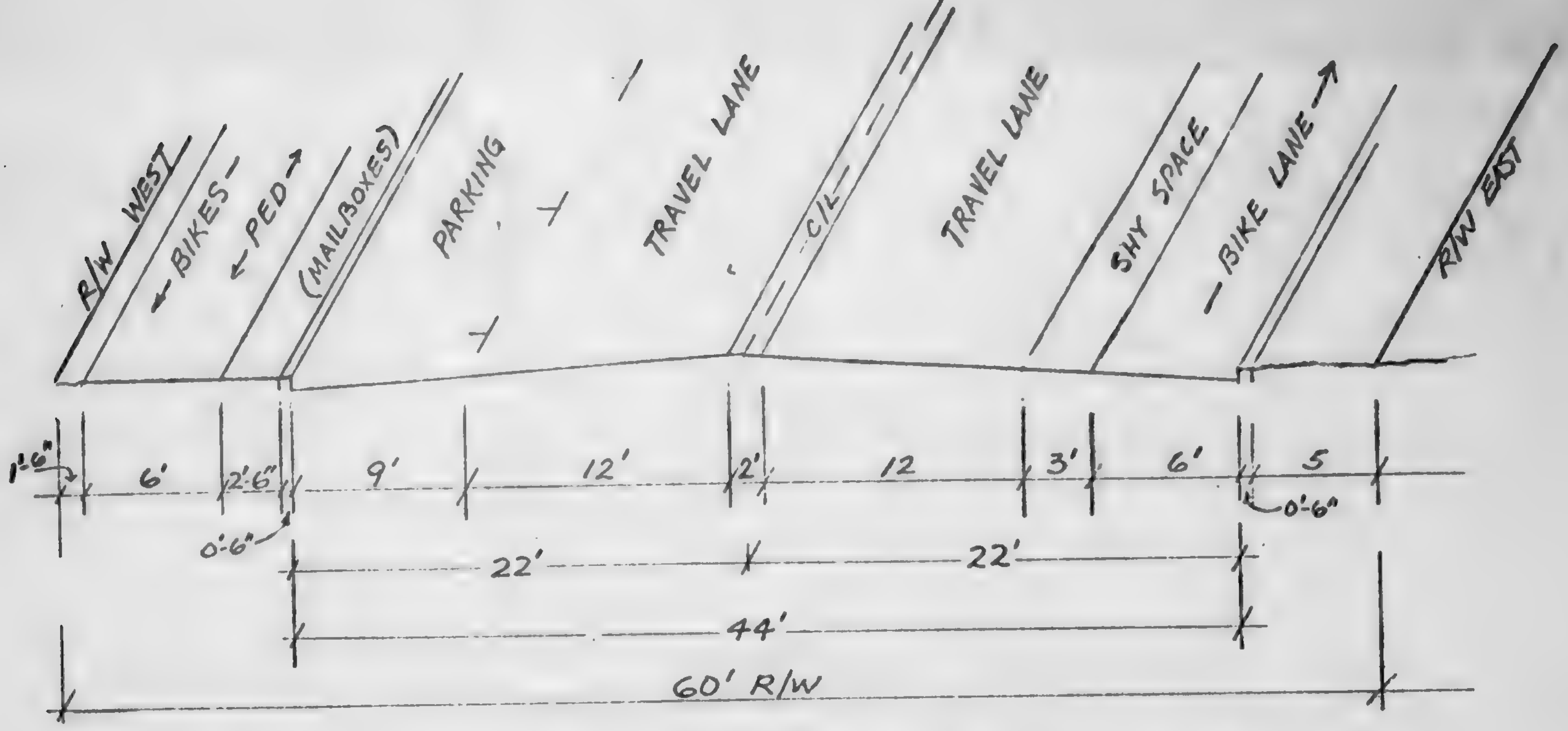
GC:nlj

Enclosure

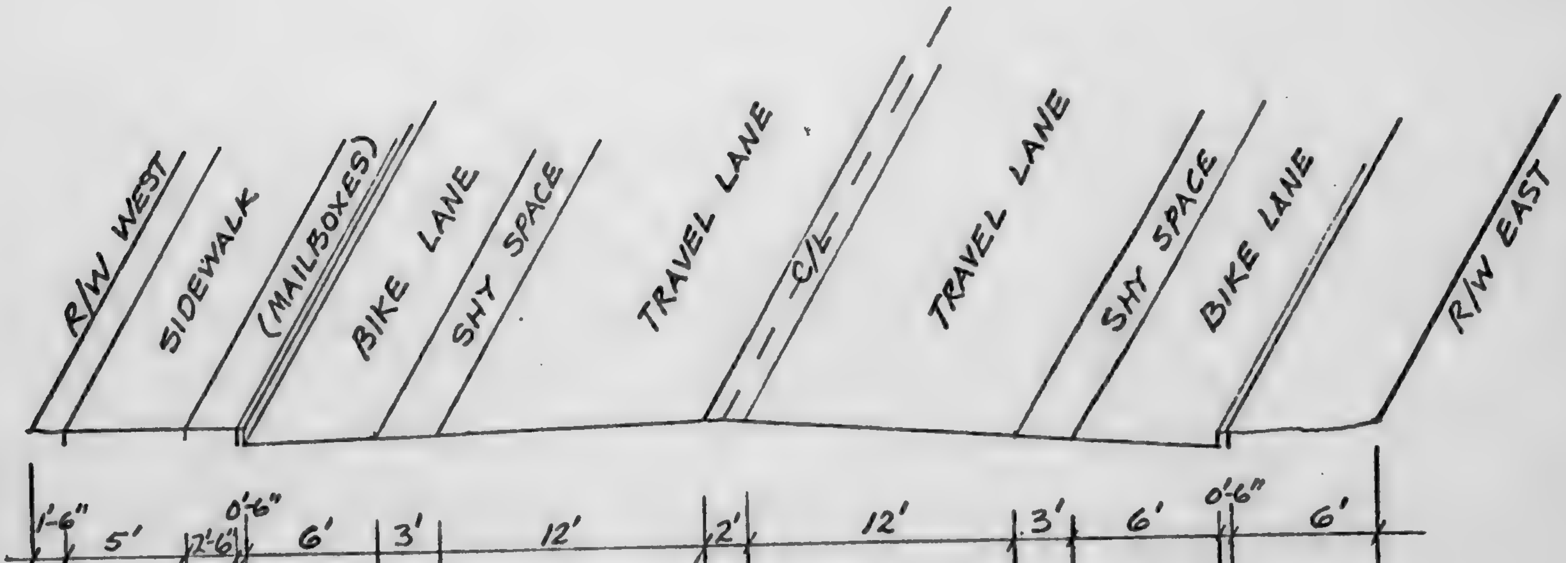
cc: Al Driver
George Price

DEPARTMENT OF TRANSPORTATION / AL DRIVER, DIRECTOR / 135 EAST 6TH AVENUE / EUGENE, OREGON 97401 / PHONE (503) 687-4222

PROPOSED ROAD SECTION - PRAIR[illegible] ROAD


R/W WEST
← BIKES –
← PED →
(MAILBOXES)
PARKING
TRAVEL LANE
C/L
TRAVEL LANE
SHY SPACE
– BIKE LANE →
R/W EAST
1'-6"
6'
2'-6"
0'-6"
9'
12'
2'
12
3'
6'
0'-6"
5
22'
22'
44'
60' R/W

NORTH SECTION (IRVINGTON DR. TO IRVING RD.)


R/W WEST
SIDEWALK
(MAILBOXES)
BIKE LANE
SHY SPACE
TRAVEL LANE
C/L
TRAVEL LANE
SHY SPACE
BIKE LANE
R/W EAST
1'-6"
5'
2'-6"
0'-6"
6'
3'
12'
2'
12'
3'
6'
0'-6"
6'
22'
22'
44'
60' R/W

SOUTH SECTION (IRVING ROAD TO MAXWELL ROAD)

Rulien
FAU

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Roseburg, Oregon
February 4, 1975

FILE: PRO 6

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Prairie Road FAU Project
Lane County

TO: MEMO TO FILE

On February 4, 1975, Mr. George Price, Construction Engineer, telephoned and asked when we wanted a meeting as outlined in the writer's letter to the County asking for the advance deposit for that project and the Beltline-Coburg Road interchange project.

He asked if the subject might be the cross-section and bike path situation. I said yes, their bike path (two-way) was not legal without a physical separation.

He knew this and agreed to send a modification.

GLC/dt

cc: L. W. Rulien ✓

Hopkins
Herwell ✓
Holmes ✓
Prange
Unrein U
✓

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COUNTY
CITY
UNIT

Requires Reply ☐
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Other

PROJECT MANAGEMENT SECTION		
ROUTING	ACTION	INFO
P.M. ENGINEER		
PROJ. DEV. ENGR.		
OFFICE ENGR.		
COUNTY-CITY		
FEDERAL AID		
INVENTORY-NEEDS		
MILEAGE CONTROL		
PROG. & SCHEDULE		
REMARKS:		

FEB - 6 1975

Unrein H

Geo/R

203

~~Rulien~~
FAU

PRO 6

OREGON STATE
HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

Robert W. Straub
~~TOM McCALL~~
GOVERNOR

F. B. KLABOE
Administrator of Highways

January 28, 1975

Mr. Al Driver, Director
Department of Transportation
Lane County
1820 Roosevelt Boulevard
Eugene, OR 97402

Dear Mr. Driver:

This is to advise you that the Oregon Transportation Commission approved the Beltline Road at Coburg Road and the Prairie Road FAU projects at its meeting January 22, 1975.

We have estimated that the Highway Division's preliminary engineering work which you have requested will cost $18,250 (Beltline $11,500; Prairie $6,750). If you will forward this amount of advance deposit, we will prepare the necessary agreements. ✓

Also, we wish to discuss the cross-section on the Prairie Road project as the proposed bikeway does not meet current legal requirements for a two-way path. Please advise when it might be convenient to meet with us to discuss this and any other aspect of this project. ✓

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

GLC/dt

cc: L. W. Rulien

RECEIVED
COUNTY & CITY SECTION
JAN 30 1975
☑ ENGR. ☐ COOR. ☑ OE ☐ AE ■ FUE
☑ UPE ☐ CE ☒ RE ☒ RPE ☐

RECEIVED
JAN 29 1975
PROJECT MANAGEMENT SECTION

6316

15

**OREGON STATE
HIGHWAY DIVISION**

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 15, 1975

AGENDA
JAN 22 1975
4e

TO Oregon ~~State Highway~~ Transportation Commission

ORIGINAL SIGNED BY
F. B. KLABOE

FROM F. B. Klaboe
State Highway Engineer

SUBJECT F.A. Urban System Project Requests

Presented for your consideration at the January 22 meeting will be six requests for approval of Urban System projects.

The City of Corvallis is requesting two projects to construct new segments of Circle and Walnut Boulevards in the north portion of the City.

Klamath County and the City of Klamath Falls have submitted a joint request to widen a 0.93-mile portion of Shasta Way. Another request is from the City to use Urban System funds to complete the TOPICS project on Oregon Avenue that was approved by the Transportation Commission March 6, 1973.

Lane County has submitted two projects. One will provide a diamond interchange at the intersection of Beltline Road and Coburg Road. The other project will widen a 1.8-mile segment of Prairie Road in northwest Eugene.

Federal Urban System funds for these projects are estimated at $2,102,100 with the State providing approximately $296,450 in match funds and an equal amount being contributed by the involved local units of government.

These projects have been investigated and are eligible for funding under the Federal Aid Urban System program. I recommend your approval of them and request authority to sign the project agreements for and on your behalf.

bc:
C. W. Head
G. M. Baldwin
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. W. Rulien
V. E. Skoog
D. N. Harwell
C. O. Fredrickson
A. Shirley, Jr.
C. M. Williams
Jack Graham
Gary Sund

RU:ljt dpy

LANE COUNTY
Proposed Urban System Project

Irvington Road-Maxwell Road Section
Prairie Road FAU 1375
Grading, paving, signals; 1.80 miles; $475,000

This project entails all the necessary work and costs to widen Prairie Road from a narrow rural type section to a curbed urban street section. (Approximately $263,000 in additional costs will be assessed to the abutting property owners.)

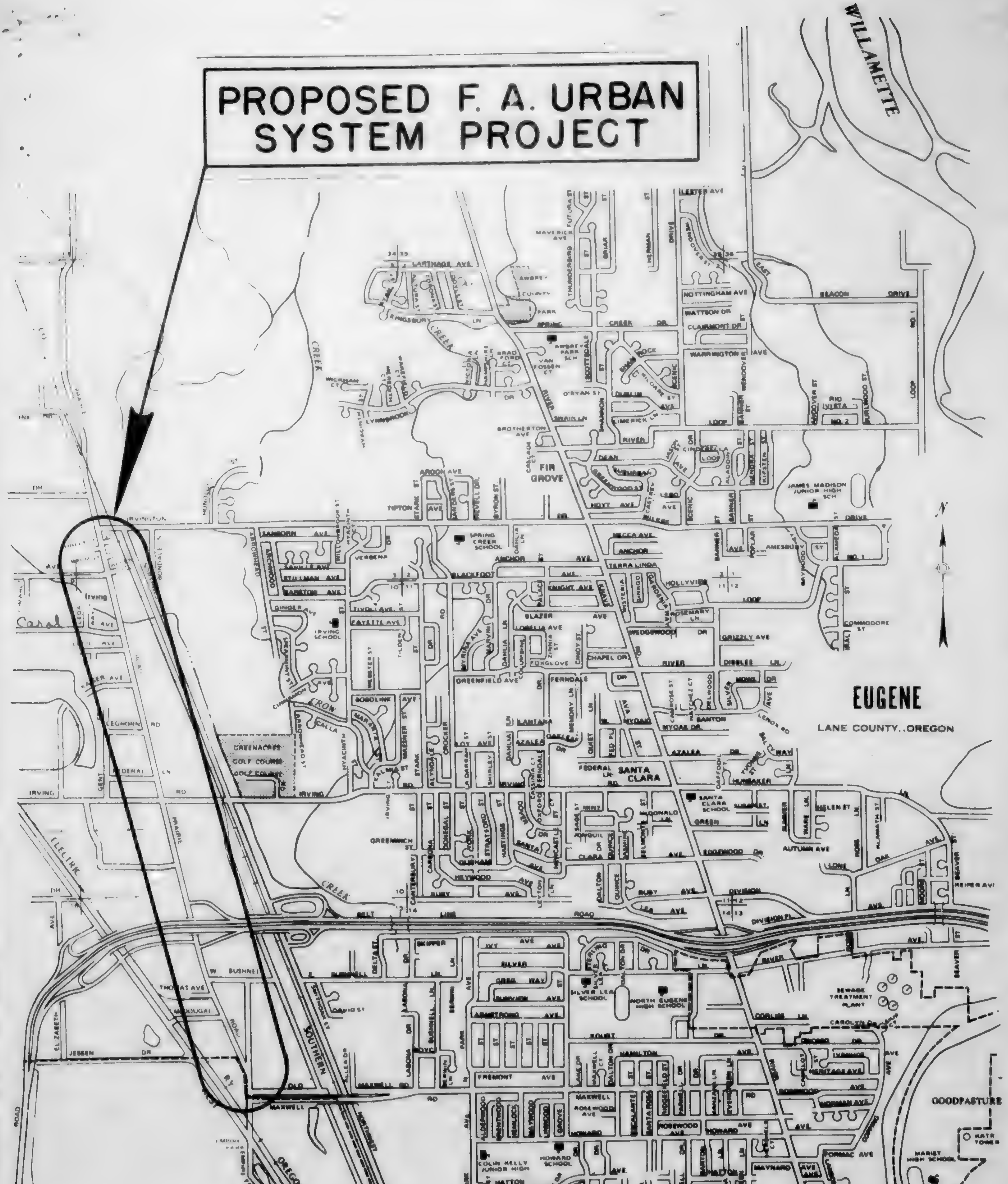
Perform all construction engineering (County will pay for all preliminary engineering).

Construct 44-foot curb-to-curb street section.

Provide 6-foot sidewalk and bikeways.

Provide necessary traffic signals.

75-a
1/9/75



PROPOSED F. A. URBAN SYSTEM PROJECT

EUGENE
LANE COUNTY, OREGON
N
WILLAMETTE
GOODPASTURE
IRVINGTON
IRVING
BELT LINE ROAD
SOUTHERN
OREGON
ELECTRIC
RIVER
RIVER RD
SANTA CLARA
FIR GROVE
MAXWELL
HOWARD
PRAIRIE
CREEK
SPRING CREEK SCHOOL
IRVING SCHOOL
SANTA CLARA SCHOOL
SILVER LEA SCHOOL
NORTH EUGENE HIGH SCHOOL
COLIN KELLY JUNIOR HIGH
HOWARD SCHOOL
JAMES MADISON JUNIOR HIGH SCH
WILLAMETTE HIGH SCHOOL
MARIST HIGH SCHOOL
SEWAGE TREATMENT PLANT
GREENACRES GOLF COURSE
AWBREY PARK SCH
BEACON DRIVE
CARTHAGE AVE
DIVISION
BARGER
ROBIN AVE
DOVE
SOUZA
DRIVE IN THEATER
LEGHORN RD
JESSEN DR
BUSHNELL
THOMAS AVE
ELIZABETH
ROAD

FORM 81-734-3030

FILE: PRO 6

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Roseburg, Oregon
January 13, 1975

Glen L Clark

FROM: GLEN L. CLARK
Regional Federal-Aid Engineer

SUBJECT: Request for Cost Estimates for Input to "Order to Render Service"

TO: L. W. Rulien
Project Management Engineer

As per our new policy regarding Authority for Surveys in the Eugene urbanized area, this office has asked the City of Eugene and Lane County for what items they will be asking the State to perform in the three projects recently submitted for funding on the FAU system.

The City has telephoned for additional information but has not made a formal request for any service at this writing.

Attached is a letter dated January 7, 1975, from Lane County regarding the Prairie Road and Beltline-Coburg Road projects.

Mr. Eb Engelmann, Regional Environmentalist, has been asked to work with Gary Potter regarding Item No. 1.

Would you please have an estimate made for Items 2 and 3 (plan review and contract letting) by the appropriate unit in your shop or Mr. Versteeg's section, if appropriate.

GLC/dt
Attachment

cc: J. H. Versteeg
Gary Potter
Eb Engelmann

[illegible] - pls do

H

1/19/75
SEE attached Est.
sent to Clark
RH.

Geo - pronto
R

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COUNTY & CITY SECTION
JAN 17 1975
☐ ENGR. ☐ COOR. ☑ GE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

1, H

Rulien

PRO FAU

1859

OREGON STATE HIGHWAY DIVISION

REGION 3

P.O. BOX 1128 • ROSEBURG, OREGON • 97470 • Phone 672-6541

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

December 12, 1974

Mr. George Price
Principal Engineer
Department of Transportation
Lane County
1820 Roosevelt Boulevard
Eugene, OR 97402

RECEIVED
COUNTY & CITY SECTION
DEC 13 1974
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ■ UE
☒ UPE ☐ CE ☐ RE ☐ RPE ☐

Dear Mr. Price:

This will acknowledge your letter of December 9, 1974, transmitting two FAU system project requests; One, the Beltline-Coburg Road Interchange and secondly, the Prairie Road reconstruction project.

Although you did not document the fact, it appears to fit the various jurisdictions' priority list as reviewed at a joint meeting some weeks ago by the writer in Eugene.

The priority list reviewed shows that the Prairie Road project will involve an assessment of $263,000 to abutting property owners, and thus the Federal-Aid share requested is $472,000, although the total cost is shown as $735,000.

Your project requests are being transmitted to the Project Management Section for further processing. When further information is available, you will be contacted.

Very truly yours,

ALFRED SHIRLEY, JR.
Regional Engineer

ORIGINAL SIGNED BY GLEN L. CLARK
REGIONAL FEDERAL AID ENGINEER

By GLEN L. CLARK
Regional Federal-Aid Engineer

Cof - Be process R

GLC/dt

cc: L. W. Rulien ✓

RECEIVED
DEC 13 1974
PROJECT MANAGEMENT SECTION

FEDERAL AID URBAN SYSTEM PROJECT REQUEST

NOTE: This form is intended to collect general information for proposed projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

Date 6/6/74

Applicant Agency Lane County, Oregon

Federal Aid System Route No. Former FAP, type II Route Name Prairie Road

Project Name Prairie Road - reconstruction

Project Length 9500' Project Location (Attached sketch map)

Project Description Prairie Road presently has a 22' paved width with gravel shoulders in a 60' R/W. This project would increase the paved width to 44' with curbs and gutters both sides and a 6' wide pedestrian/bike path on the west side.

Average Daily Traffic present - 7,000 Design Speed existing: 40 mph
projected 1976 - 9,300 project complete: 45-50 mph

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 22' Travel Lanes 2 Shoulders 2'-4'

Medians None Parking Shoulder only

Sidewalks None

Other

2. Desired Roadway Cross Section: (Attach sketch)

Width 44' Travel Lanes 2 Shoulders None (curbs)

Medians 2' Parking On west side only (9' wide)

Curbed both sides full length Length Curb Radii 25'

Sidewalk/Bikeway 6' bike route within roadway on east side; 6' bike lane/ XXXXX pedestrian-way behind curb on west side.

FOOTNOTES:

Description of Proposed Roadway Work Grade and pave additional width on east and west sides of Prairie Rd. to increase roadway from 22' to 44'; install curb & gutter both sides, and construct bike/pedestrian-way west side, full length of project; signalize intersections at Maxwell Road and Irving Road.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 80'

2. Will Additional Right-of-Way Be Needed? No Explain

3. Will cost of additional right-of-way be included in project or will applicant acquire without cost to project? N/A

4. Will there be any persons displaced from their homes, farms or businesses? No If so, explain

5. Will this project affect any park or recreation facility? No
If so, explain

III. TRAFFIC CONTROL DATA

1. Existing Signalization: None

2. Proposed Signalization:

Location Maxwell Road, Irving Road

Type Full actuated
Phases 2
Type of Suspension Mast arm
Interconnected
Other

FOOTNOTES:

3. **Permanent Signing:**

Include in project or by applicant? By applicant

4. **Permanent Striping:**

Include in project or by applicant? By applicant

IV. **ILLUMINATION DATA**

1. **Present Illumination and Location:** None

2. **Proposed Illumination:**

Location None
Type

V. **STRUCTURE DATA** (Not applicable)

1. **Existing Structure:**

Location
Type
Size
To Remain in Place?

2. **Proposed Structure:**

Location

Is a particular type of structure and design desired?

Approximate size of proposed structure

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

FOOTNOTES:

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

VI. RAILROAD DATA

1. Are there any railroad crossings? No Location

Type of existing crossing
Existing crossing protection

Name of Railroad
Number of tracks: Mainline Siding Total
Angle of Intersection
Sight distance: (Direction) Distance
(Direction) Distance
Number of Trains: Passenger Speed
Freight Speed

2. Will existing railroad crossing be altered?

VII. GENERAL INFORMATION

1. Other work or conditions not covered by proceeding sections None

2. Applicant's Estimate of Cost for Requested Project:

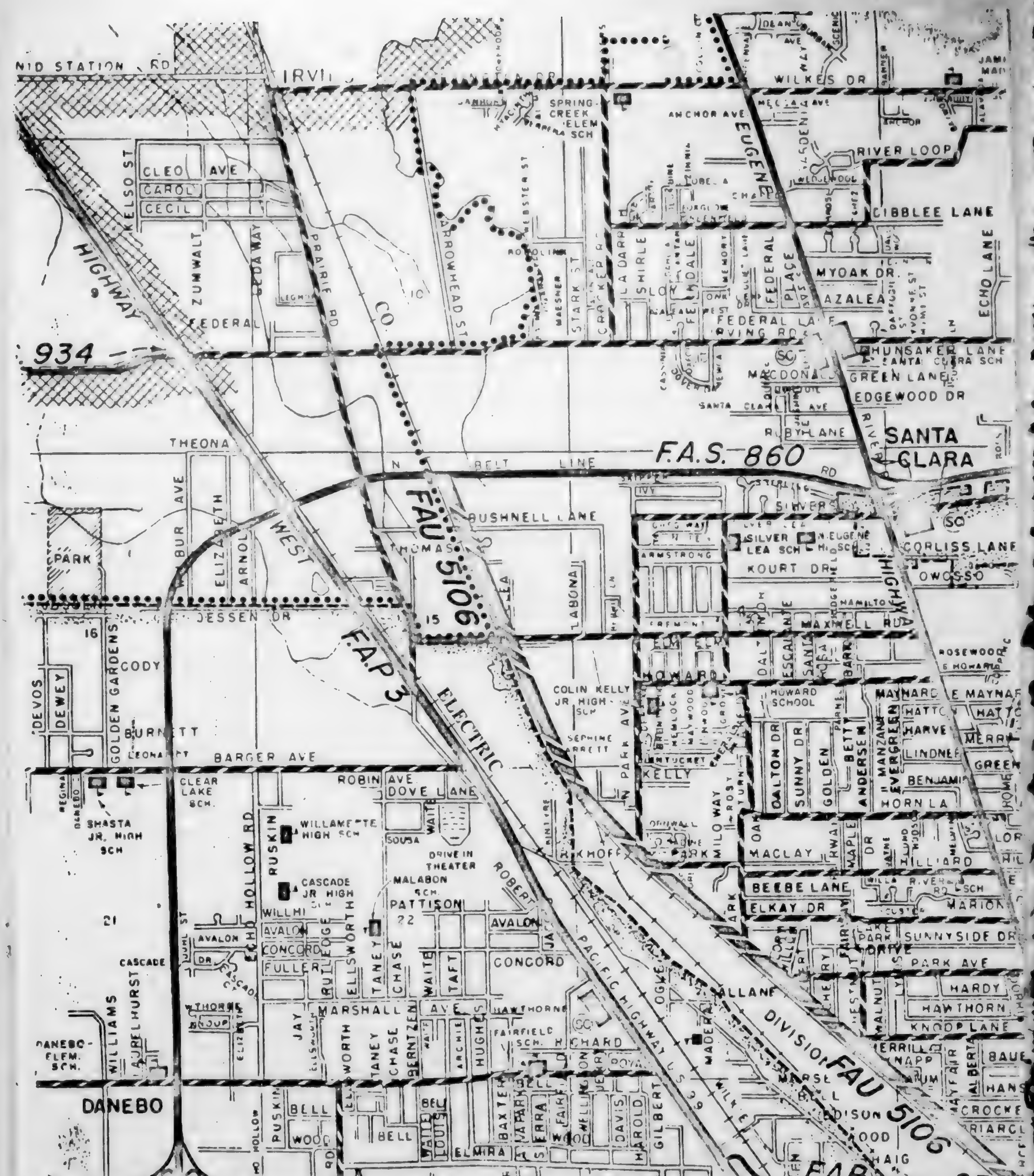
Roadway Work	$ 660,000
Right-of-Way Costs (If participating)	--
Traffic Control	
Illumination	75,000
Structures	--
Railroad	--
Other	--
Preliminary Engineering	--
PROJECT TOTAL	$ 735,000

FOOTNOTES: Only 50% federal match is requested for this project - for a total of $367,500 federal funds.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

City of
By
By

LANE County
By Al [illegible], Director
By Department of Transportation
By


NID STATION RD
IRVING
WILKES DR
SPRING-CREEK ELEM SCH
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CLEO AVE
CAROL
CECIL
KELSO ST
ZUMWALT
HIGHWAY
PRAIRIE RD
ARROWHEAD ST
CO.
FEDERAL
934
CIBBLEE LANE
MYOAK DR.
AZALEA
ECHO LANE
FEDERAL LANE
IRVING RD
HUNSAKER LANE
SANTA CLARA SCH
GREEN LANE
EDGEWOOD DR
RUBY LANE
SANTA CLARA
THEONA
F.A.S. 860
BELT LINE RD
EUGENE
RIVER
BUSHNELL LANE
THOMAS
FAU 5106
SILVER LEA SCH
N. EUGENE H. SCH.
CORLISS LANE
OWOSSO
KOURT DR
HIGHWAY
PARK
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ELIZABETH
ARNOLD
LABONA
JESSEN DR
MAXWELL RD
ROSEWOOD
HOWARD
F.A.P. 3
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COLIN KELLY JR. HIGH SCH.
HOWARD SCHOOL
MAYNARD
HATTON
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LINDNER
BENJAMIN
HORN LA
DEVOS
DEWEY
GOLDEN GARDENS
GODY
BURNETT
BARGER AVE
ROBIN AVE
DOVE LANE
CLEAR LAKE SCH.
SHASTA JR. HIGH SCH
KELLY
PARK AVE
DALTON DR
SUNNY DR
GOLDEN
BETTY
ANDERSEN
EVERGREEN
RUSKIN
WILLAMETTE HIGH SCH
SOUSA
DRIVE IN THEATER
MALABON SCH.
CASCADE JR HIGH
PATTISON
ECHO HOLLOW RD
MILO WAY
MACLAY
BEEBE LANE
ELKAY DR
RIVER RD SCH
MARION
SUNNYSIDE DR
PARK AVE
HARDY
HAWTHORN
KNOOP LANE
AVALON
CONCORD
FULLER
ROBERTS
PACIFIC HIGHWAY
DIVISION
FAU 5106
CASCADE
WILLIAMS
MARSHALL AVE
HAWTHORNE
FAIRFIELD SCH.
DANEBO ELEM. SCH.
DANEBO
BELL
WOOD
ELMIRA
DAVIS
HAROLD
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8387 Woodburn Intchge.-Hayesville 1976
Sec. of Pacific Hwy.
(Landscaping)

☆U.S. GOVERNMENT PRINTING OFFICE: 1974 — 732 - 628

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cc: OSHD (H X Coulter)
Wash DC (HHO-32)

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 5/5/78	REPORT MADE BY Bill Kappus, Area Engineer		PROJECT NO. I-5-5(65)260-
COMPLETION DATE 12/31/76	ACCEPTANCE DATE BY CONTRACT AGENCY 3/22/78	TIME ELAPSED 100 %	CONTRACT TIME Specified Completion Date
APPROVED EXTENSIONS —	LOCATION Interstate Hwy 5 from the Woodburn Interchange to the Hayesville Interchange, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

WOODBURN INTERCHANGE-HAYESVILLE INTERCHANGE

I-5 PACIFIC HIGHWAY

Roadside Improvement

This project provided for the landscaping of 13.3 miles of Interstate highway. Work consisted of furnishing and planting trees, shrubs, vines, and incidental work common to this type of project.

The final project cost was $246.919.53 which underran the original estimate by 4%.

The final inspection of the project was made January 27, 1977 with a final inspection of the establishment period made January 6, 1978.

All appropriate documents have been received and the project is considered acceptable.

5/16. cy [illegible]

COPY SENT
MAY 15 1978
Washington

RECEIVED
STATE HWY ENGR
MAY 16 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Bill Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 5/11/78	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

8387

8

March 24, 1978

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

Contract No. 8387 awarded to Aichele Landscaping, Inc., for roadside improvements on the Woodburn Interchange-Hayesville Interchange Section of the Pacific Highway in Marion County was completed on December 31, 1976, and accepted by the State Highway Engineer on March 22, 1978.

Final payment in the amount of $500 will be released to the contractor after March 29, 1978. The total contract amount is $183,512.27 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc Aichele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, OR 97266

bc C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
C. O. Fredrickson

2327 1-5

Salem, Oregon
March 30, 1977

Thomas L. Savage
Landscape Engineer

John Sheldrake
Region II Engineer

Attention: Art Gottfried

Woodburn Int.-Hayesville Int.
Marion County
Roadside Improvement

As per our phone conversation March 29, concerning the proposed price agreement for Warminister Broom, I have reviewed the following prices you gave me.

WARMINISTER BROOM:

NO.	SIZE	QUANTITY	WIDTH	PRICE REDUCTION PER PLANT
1	12"-15"	40	Under Width	-50¢
2	15"-18"	345	Under Width	-50¢
3	18"-24"	328	As Specified	0
4	18"-24"	1,271	Under Width (Approx. 8")	-25¢
5	24"-30"	244	Under Width	-25¢

The 50¢ price reduction on No. 1 and 2 sizes is consistent with our earlier recommendation.

The 25¢ price reduction on No. 4 and 5 sizes seems entirely reasonable in view of the fact that the contractor went to extra expense to supply these larger plants in an attempt to meet the specified width requirements.

TLS:az

Versteeg
7 Olson
Christensen
Scott
Swenson
Savage
Trout

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1-5

Salem, Oregon
February 10, 1977

Merlyn Anderson
Merlyn Anderson
Landscape Designer

Woodburn Interchange-Hayesville Section

Gerald Wimer
Region 2 Construction Engineer

I field reviewed the Warminister Broom on this project and found the following:

1. An estimated 200 Broom, maximum,, out of 2,460 will not meet the width specified for a 15"-18" high plant according to the Class 4.1.3.3 in "American Standard for Nursery Stock".
2. Most Warminister Broom on the project esceeds the 15"-18" height called for on the plans. They would average in the 18"-24" classification. These plants do meet the widths required for a 15"-18" plant, however, according to the Height-Width ration, designated in "American Standard for Nursery Stock", these 18"-24" plants will not meet Specifications. The width of the plant should not be less than 1/2 the height.

Since the majority of Warminister Broom on this project does not meet the Specifications, in accordance with the Height-Width ration, I would recommend a reduction of .50¢ per plant be negotiated with the contractor. I am basing the .50¢ on a one size reduction in plant material which should compensate for the lesser than specified quality.

MA:az

1 Versteeg ✓
2 Olson
Christensen
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1387 1-5

Salem, Oregon
February 4, 1977

Woodburn-Hayesville Section

Merlyn A. Anderson
Landscape Designer

Art Gottfried
Resident Engineer

The contractor's price of $4.25 per rose, plus 10% profit and mobilization for additional work requested by the State is reasonable. The small quantity of roses required (28) increases the cost from the original rose bid on the project due to extra handling and transportation.

MAA:az

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

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8387.

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Woodburn-Hayesville

WEEK ENDING: January 29, 1977

SECTION PREFIX: 624-1013

HIGHWAY: Pacific

COUNTY: Marion

NAME OF JOB: Woodburn Int.-Hayesville Int.

KIND OF WORK: Roadside Improvement

CONTRACTOR: Aichele Landscapeing Inc.

CONTRACT NUMBER: 8387

FEDERAL AID PROJECT NUMBER: X -I-~~5~~-5(65)260

DATE OF CONTRACT: July 2, 1976

DATE WORK STARTED: July 6, 1976

ESTIMATED COMPLETION DATE: December 31, 1976

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: December 31,1976

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 257,191.00

EXCLUSIVE OF ENGINEERING: $ 236,797.00

ENGINEERING AUTHORIZATION: $ 20,394.00

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 231,330.00

ENGINEERING COST TO DATE: $ 18,117.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%

PERCENT OF AUTHORIZATION: 89 %

DATE PROJECT WAS COMPLETED: December 31, 1976

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Clear Cold			
MONDAY 24	Clear Cold			
TUESDAY 25	Clear Cold			
WEDNESDAY 26	Clear Cold			
THURSDAY 27	Clear Cold			
FRIDAY 28	Clear Cold			
SATURDAY 29				

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
Richards
Glenn
Berg

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GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	No Activity.
MONDAY 24	No Activity.
TUESDAY 25	No Activity.
WEDNESDAY 26	No Activity.
THURSDAY 27	No Activity.
FRIDAY 28	No Activity.
SATURDAY 29	No Activity.

REMARKS

Final Inapection was held January 27, 1977. The following men were there. Ben Fox Contractor, Paul Riedl F.H.A., Tom Savage Landscape, Rick Kuehn District Engineer and Art Gottfried Resident Engineer. The job was accepted.

SIGNED Art Gottfried LOCATION Salem

Art Gottfried

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

[illegible]

[illegible] 1-25

Salem, Oregon
January 11, 1977

Merlyn Anderson
Merlyn Anderson
Landscape Designer

Woodburn-Hayesville Section
Additional Planting

Art Gottfried
Resident Engineer

Shore Pine planted on 10' centers and in a staggered row would probably be the most economical and effective method for screening along the right of way in the area that I reviewed with you last week. I recommend Shore Pine be used if the screening is to be done.

MA:jh
cc: John W. Sheldrake, Region 2 Engineer

1 Versteeg ✓
2 Olson [illegible]
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Swenson
Savage
Trout

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Salem, Oregon
January 11, 1977

Merlyn Anderson
Merlyn Anderson
Landscape Designer

Art Gottfried
Resident Engineer

Woodburn-Hayesville Section
Price Reduction on Plant Material

Acceptable price reductions for undersized plant materials noted on this project are as follows:

Mahonia Aquifolium (Oregon Grape) - Specified 15" - 18"

Reduced one size: 12" - 15"
.50¢ per plant

Juniperus (Juniper) - Specified 15"-18"

Reduced one size: 12" - 15"
.50¢ per plant

MA:jh
cc: John W. Sheldrake, Region 2 Engineer

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Salem, Oregon
December 21, 1976

Merlyn Anderson
Landscape Designer

Loren Weber
Resident Engineer

Woodburn Interchange--
Hayesville Interchange Section

At your request I reviewed the Woodburn Interchange-Hayesville Interchange Section planting project with Bob Ackerman. The following discrepancies were noted:

1. Woodburn Interchange

   A. Tam Juniper = Several undersized (12"-15") and a large percent dead or showing signs of dying.

   B. Oregon Grape = Several undersized and some that are dead.

   C. Redozier Dogwood = Several that do not meet a 3-cane specification but are much larger than called for (3' and over) and look healthy. These should be okay. Ones that meet specification height but lack 3 canes, or do not look healthy, should be replaced.

   D. Some grass in the plant beds and some areas the bark needs to be raked to cover bare spots.

2. Berm Plantings = General appearance looks good. A few plants noted were undersized but the majority easily met specs.

3. Brooks Interchange

   A. Tam Juniper - Same problem as on Woodburn Interchange.

   B. Oregon Grape - A few dead or dying and some undersized.

   C. Some grass in the plant beds and some areas the bark mulch needs to be raked to cover bare spots.

Recommend these discrepancies be corrected prior to starting the establishment period.

MA:az
cc: Wimer

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13

MARION COUNTY

BOARD OF COMMISSIONERS

COURTHOUSE, SALEM, OREGON, 97301

COMMISSIONERS
Walter R. Heine, Chairman
Harry Carson, Jr.
Pat McCarthy

EXECUTIVE OFFICER
Bruce Prosser

LEGAL COUNSEL
Frank C. McKinney

TELEPHONE 588-5212
AREA CODE 503

October 13, 1976

Mr. F. B. Klaboe
Administrator of Highways
State Highway Division
Salem, Oregon 97310

Dear Mr. Klaboe:

Re: Agreement #1715
Woodburn Interchange-Hayesville
Interchange Section of Interstate 5

Please accept the attached copy of recommendation from John Anderson, Director of Public Works for Marion County, as Marion County's acceptance of the above entitled project.

Thank you for your cooperation.

Sincerely,

BOARD OF COMMISSIONERS

Walter R Heine

Walter R. Heine
Chairman

WRH:c

Encl.

cc: John Anderson

10.15.76
cy Hunter
Keasey
Richardson

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REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
DOT OPERATIONS
OCT 14 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

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OCT 8 1976
MARION COUNTY
BOARD OF COMMISSIONERS

MARION COUNTY
DEPARTMENT OF PUBLIC WORKS
COURTHOUSE, SALEM, OREGON 97301

JOHN A. ANDERSON
Director & County Engineer

TELEPHONE 588-5036
AREA CODE 503

October 7, 1976

The Honorable Board of
County Commissioners
Marion County Courthouse
Salem, Oregon 97301

Gentlemen:

I have investigated the Agreement between the Oregon State Highway Division, and Marion County concerning the Woodburn Interchange-Hayesville Interchange Section of Interstate 5.

Upon inspection of the project sites, I find that the State has satisfactorily carried out all the provisions as set forth in our Agreement #1715.

I would recommend that the Board forward a copy of this letter to the State Highway Division as their notice of acceptance.

Very truly yours,

John A Anderson

John A. Anderson
Director of Public Works

JAA/lq

1-5

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 624-1013

INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 30, 1976

FROM: Loren A. Weber, Resident Engineer

TO: MEMO TO THE FILES

SUBJECT: Woodburn Int.-Hayesville Int.
Pacific Highway
Marion County
Contract No. 8387

Field Meeting - Rose Quality

On Tuesday September 28, Messrs. Anderson, ~~Wimer~~, and I met with Mr. Van Meter on the project where the roses have been planted.

We made a careful inspection of some representative areas and have arrived at a common understanding of the specifications for the acceptance of the plants.

There are three (3) categories now under consideration.

1) Specification plants as per the booklet "American Standard for Nursery Stock" page 5, paragraph 2.1.2. Our contract calls for 3-canes, each cane three (3) to four (4) feet long. A cane is any stalk which begins from 9 to 12 inches above the ground, each of which measures the required 3 to 4 feet height from the ground.

2) Category '2' plants meeting the specification of two (2) canes, each 2 to 3 feet or one (1) cane "sturdy", 3 feet long. These will be acceptable at a $0.40 price reduction or $1.60 per each.

3) Plants not meeting either of the above but considered as having a good chance of survival will be accepted at a $0.75 price reduction or $1.25 per each. Planting of these in the future should be held to an absolute minimum.

The preliminary review of the selected areas mentioned above shows that most of the plants will meet category 1 requirements with very few falling into the third group.

We have made tentative arrangements for each of us to furnish one person to make a plant count and category selection upon completion of the planting.

LAW/wgb

cc: Gerald Wimer
Tom Savage
Robert Kindig
Morris Van Meter
File

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FORM 81-734-3030

FILE: CON 5
624-1013

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon 97310
September 23, 1976

FROM: Loren A. Weber, Resident Engineer

TO: Gerald Wimer
Region Construction Engineer

SUBJECT: Woodburn Int.-Hayesville Int.
Pacific Highway
Marion County
Contract No. 8387

Van Meter Meeting (Roses)

Tom Savage and I met with Mr. Van Meter at his place on Tuesday September 21, 1976.

They were in the process of separating the plants into two (2) basic categories. The first containing specification plants and the second healthy plants which were substandard for a couple of reasons - too few canes and not enough heighth.

We discussed the standards by which we could accept the plants with a price reduction. Mr. Savage proposed a 2 cane each, 2 to 3 feet height or a 1 cane (sturdy) with a 3 foot height as being equally acceptable. The price for those will be $1.60 each, a reduction of $0.40 from the contract price. Mr. Van Meter felt it would be better for him to supply acceptable plants rather than take a further reduction for plants not meeting the above standards. This would cause replanting where these have already been installed.

Mr. Fox of Aichele has indicated he would be willing to do the replanting work at the same price as the original ($1.25 per each). We had some discussion with Mr. Van Meter about the replant work. I suggested that since we had accepted and allowed the plants to be installed initially, perhaps we could split the replant cost. However, upon later reflection, it came to mind that we would be in the position of ultimately paying more for substandard plants than our initial cost for specification plants.

We have an on project site meeting set up for next Monday or Tuesday when we can review the plants individually. At this time, we will be able to determine how many of the replants we have to contend with, hopefully all in the first 2000± planted prior to the stopping of the work earlier.

At this time, we (Mr. Savage and I) will approach Mr. Van Meter with a new proposal of a further reduction to cover the plants not meeting either of the two categories outlined at the beginning of this letter. This would obviate the necessity of having to do any more than a bare minimum of replant work.

Tom and I looked over samples of the overall planting done to date, and it appears that there are going to be quite a number of the 2 category plants, even though these were supposedly specification plants by selection.

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n Int. - Hayesville Int.
cific Highway
Marion County
Van Meter Meeting (Roses) (Cont.)

I plan to have our people do some sample counts before next week so we may get a rough idea of how many plants we are talking about.

As it now stands, we have about $5000.00 held back from their payments. Hopefully this will cover the penalty amount such that we won't have to go back to them for additional money, a cash refund would lead to much resistance.

LAW/wgb

cc: Tom Savage
Gordon Winchcomb
Robert Kindig - General Services
File

1-5

Salem, Oregon
September 8, 1976

Thomas L. Savage
Landscape Engineer

Chuck Fredrickson
Region Engineer

Contract Grown Roses
Woodburn-Hayesville Interchange
Pacific Highway
Marion County
Roadside Improvement

Attention: Loren Weber

As per your request I have investigated the prices of container grown roses.

Our suggested prices for a price agreement are as follows:

Multiflora Rose 2.1.5.3 Type 2

Min. 1	Cane 18"-24"	$0.50
Min. 2	Canes 18"-24"	$0.80
Min. 3	Canes 18"-24"	$1.20
Min. 3	Canes 2'-3'	$1.60

I direct your attention to the American Standard for Nursery Stock, Section 2.1.2 "A cane shall be considered a primary stem which starts from the ground or close to the ground at a point not higher than one-fourth the height of the plant."

In accordance with the specifications all plants over 4' should be properly trimmed to a height of 3' to 4'.

I included the one and two cane sizes in the price list. However, I recommend that we do not include these in a price agreement proposal, as they are too small to pay $2.00 per plant to be planted.

TLS:az

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STATE COPY

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-29	J. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 8-3-76	State Oregon County Marion Project No. I-5-5(65)260

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, Salem to Woodburn (approx. 13.3 miles)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-3-76	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 92.28%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 249,260	$ 230,017

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By E S Hunter
Assistant State Highway Engineer
(Title)
By ____________
(Title)
By ____________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
for: G. L. Green *(Division Administrator)*

Date executed by Division Administrator AUG 3 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway. agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon July 27, 1976

Federal Aid Project
No. I-5-5(65)260

Woodburn Interchange-Hayesville Interchange Section
Pacific Highway
Marion County

Project Agreement Estimate.
Type Code Y003
Roadside Improvement (Sta. 1149+00 to Sta. 1829+00)

Mobilization	All Required		$ 17,969.50
Temporary Protection & Direction of Traffic	" "		3,000.00
Temporary Signs	430 sq.ft.	4.85	2,085.50
Flagmen	130 hr.	14.00	1,820.00
Furnish & Planting Trees	450 only	20.00	9,000.00
Furnish & Planting Shrubs	11,000 only	4.00	44,000.00
Planting State Furnished Roses	18,500 only	1.25	23,125.00
Soil Conditioner	7,000 cu.yd.	4.50	31,500.00
Bark Mulch	950 unit	50.00	47,500.00
			$180,000.00

Anticipated Items:

Temporary Erosion Control (E.W.)	All Required	$ 1,000.00
State Furnished Rose Bushes (S.F.)	" "	45,600.00
		$ 46,600.00

Subtotal	$226,600.00
Engineering	22,660.00
TOTAL	$249,260.00

Length of Project - - - - - - - - - - - -	0.00 mile
Federal Funds - - - - - - - - - - - - - -	$230,017.00
State Funds - - - - - - - - - - - - - - -	19,243.00
TOTAL	$249,260.00

Group 1 - 100%
Contract No. - 8387
Prefix No. - 624-1013

8387

1

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM
DEPUTY ATTORNEY GENERAL

1859

DEPARTMENT OF JUSTICE
TRIAL DIVISION
~~106 STATE OFFICE BUILDING~~
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313
211 Highway Building

June 22, 1976

Mr. Thomas M. Triplett
Attorney at Law
12th Floor Standard Plaza
Portland, OR 97204

RE: Woodburn - Hayesville Landscaping Proposal I-5-5 (65) 260

Dear Mr. Triplett:

In reply to your letter of June 17, 1976, addressed to the Oregon State Highway Division regarding the contract for which bids will be open on June 25, for landscaping on I-5 between Woodburn and Hayesville I have the following to offer.

The Highway Division has prepared the plans and specifications in accordance with the Federal and State law.

This project is on the interstate and involves Federal funds and therefore the rates established by the Davis-Bacon Act or the State rates which ever are higher must be utilized for the categories of work which are recognized by both the Federal and State Departments of Labor as of the date the bids are opened.

The Highway Division does not intend to postpone the opening of the bids as it would not be in the public interest and would result in an added cost to the State.

Sincerely yours,
ORIGINAL SIGNED BY
JACK L. SOLLIS

Jack L. Sollis
Assistant Attorney General

JLS:sjb

cc: L. S. Hunter
J. H. Versteeg
Walt Barrie

RECEIVED
STATE HWY ENGR
JUN 23 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

1-5

June 7, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention: Glenn Hossner

Gentlemen:

Re: Contract Grown Roses
Woodburn-Hayesville Int. Section
I-5

We propose to transfer 1,433 of the contract grown Japanese Rose from the Woodburn-Hayesville Project to the Goshen-Cottage Grove Roadside Improvement Project. These 1,433 roses are in excess of the needs for the current Woodburn-Hayesville landscaping project. With your concurrence the roses will be shown as state furnished on the Goshen-Cottage Grove Project.

Very truly yours,

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Road Design Engineer

JHV:jh
cc: E. S. Hunter
bc: C. O. Fredrickson
Alfred Shirley
Tom Savage

______ Versteeg ______
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I-5

June 7, 1976

Mr. Glen L. Green
Division Administrator
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Attention: Glenn Hossner

Gentlemen:

Re: Contract Grown Roses
Woodburn-Hayesville Int. Section
I-5

We propose to transfer 1,433 of the contract grown Japanese Rose from the Woodburn-Hayesville Project to the Goshen-Cottage Grove Roadside Improvement Project. These 1,433 roses are in excess of the needs for the current Woodburn-Hayesville landscaping project. With your concurrence the roses will be shown as state furnished on the Goshen-Cottage Grove Project.

Very truly yours,

J. H. Versteeg
Road Design Engineer

JHV:jh
CC: E. S. Hunter
CC: C. O. Fredrickson
Alfred Shirley
Tom Savage

Hossner gave verbal approval this date (June 15, 1976)

A Olson

copies Swenson
Savage

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1-5

Salem, Oregon
May 27, 1976

J. H. Versteeg
Road Design Engineer

C. O. Fredrickson
Region 2 Engineer

Woodburn Intchge.-Hayesville
Intchge. Roadside Improvement Project

Your attention is directed to subsection 682.84 of the special provisions for the subject project on which we are taking bids June 24. This subsection changes the method of measurement for bark mulch.

Also please note a new specification under subsection 682.42 covering damages to planting beds by public traffic.

Please have your resident engineer call this to the attention of bidders on the subject project.

AB:fw

Enc.

1-5

Salem, Oregon
May 14, 1976

Thomas L. Savage
Landscape Engineer

Woodburn-Hayesville
Roadside Improvement

Chuck Fredrickson
Region Engineer

Attention: Jerry Wimer

A "plans in hand" review was held in the Region II office. We have reviewed the questions and proposals brought up during the meeting.

Our specifications include the following items:

(682.32) The contractor may spray for weeds.

(682.03) The planting will take place during the fall planting season.

We have changed the specifications as follows:

500 roses will be hald in reserve by the contractor, at no extra cost to the State, for replacement planting.

We have added a note to the plans, that the planting bed shall be tilled the entire 10' width, up to the paved shoulder. This will eliminate the strip of grass between the planting bed and the shoulder.

A soil conditioner bid item has been added because it was too large a quantity not to have a bid item for.

The changes and additions to the plans and specifications, as a result of the review, should substantially ensure a successful project.

TLS:az

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FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: 624-1091

October 29, 1975
Salem, Oregon

John G. Canfield

FROM: John G. Canfield
REGION II OFFICE ENGINEER

TO: Larry Rulien
PROJECT MANAGEMENT ENGINEER

ATTENTION: Dorland Swan
FEDERAL AID ENGINEER

SUBJECT: Woodburn Int.-Hayesville Int.
Roadside Improvement Project
Pacific Highway
Marion County

The following information is being given to you for your possible need in the programming of this project. The design of the project includes the planting of 19,000 Japanese roses, mainly in the median area. As nurseries would not normally have in stock this large of a number of plants, it was decided in the spring of 1974 to put out the furnishing of these roses on bids through the Department of General Services to have delivered in the fall of 1975. Bids were taken and Van Meter Nursery of Portland, Oregon, was low bidder and was awarded the contract, copy enclosed.

As the fall of 1975 approached, it was apparent that the median area would not be finished by the contractor of the present contract and that we would not be able to let a contract for this project and accept delivery of these plants. An agreement was made with the supplier through the Department of General Services to withhold the delivery of the plants until late in the fall of 1976. It was also agreed to pay the supplier 90% of the total amount of $38,000, or $34,200; the balance to be paid upon the delivery of the plants. It was also agreed to reimburse the supplier for the care of the plants for an estimated time of six months beginning in January of 1976. The charge for this will be five cents per plant per month or $950 a month. A copy of the change notice setting forth all of the above is attached.

The interim payment of 90% has been made to the Van Meter Nursery and charged against the subject prefix. When the contract is awarded for this project, and the roses are planted, a State Force Order will be submitted transferring the charges to this contract and at that time, making it eligible for collection from the Bureau.

1 Versteeg ✓
A. Olson
3 Terpin T
Scott
2 Swenson
R. Olson
Trout

RECEIVED
OCT 30 1975
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring Up
Other

JGC/dea
Attach.
cc: ~~Hal Versteeg~~
John Bond
Gordon Winchcomb
E. J. Hall
Loren Weber
Roy Olson

CHANGE NOTICE STATE OF OREGON

ORDER NUMBER IS CHANGED AS INDICATED BELOW

P.O. No. 411901

5-31-74

3

SHIP TO Oregon State Highway Division, See Below

BILL TO Oregon State Highway Division, Accounting Department,
State Highway Building, Salem, Oregon 97310

ACCOUNT NUMBER
3507 6374

73-74 | 12-4119-74 | 84-301

AGENCY NO. 734 | PURCHASE REQUEST NO. 14925

CLASS. | FUND, PROJECT OR APPROPRIATION
Highway Fund

VENDOR
Van Hoter Nursery
18221 S.W. Richey Rd.
Portland, Oregon 97236

Because of extenuating circumstances the agency will not be able to accept delivery of the Japanese Rose plants in the fall of 1975.

Delivery is to be held off until required.

Vendor and agency have agreed to a 90% payment on the total amount, balance to be paid upon receipt of the plants.

Beginning January 1, 1976 there will be a change of five cents (5¢) per plant per month for the care of the rose plants.

TOTAL PRICE
FROM TO

Edw. F. McCormack, Administrator
STATE PURCHASING AGENT

10-7-75

AGENCY

PURCHASE ORDER

STATE OF OREGON

PAGE 1 OF 1

SHOW THIS NUMBER ON ALL PAPERS AND PACKAGES PERTAINING TO THIS ORDER

P.O. NO 411901

P.O. DATE 5-31-74

NO. INVOICES 3

COMMODITY CODE 84-301

SHIP TO OREGON STATE HIGHWAY DIVISION, SEE BELOW

BILL TO OREGON STATE HIGHWAY DIVISION, ACCOUNTING DEPARTMENT,
STATE HIGHWAY BUILDING, SALEM, OREGON 97310

ACCOUNT NUMBER 3507 6374

BIENNIUM 73-74

BID NUMBER 12-4119-74

REQ NO

AGENCY NO 734

PURCHASE REQUEST NO. 14925

CLASS.

FUND, PROJECT OR APPROPRIATION HIGHWAY FUND

Prefix
624-1091

VENDOR

VAN METER NURSERY
18221 S.E. RICHEY RD.
PORTLAND, OREGON 97236

F.O.B. WOODBURN, OR.

DELIVERY REQUIRED UPON REQUEST

TERMS 2% 30 DAYS

ITEM NO	DESCRIPTION	QUANTITY	UNIT		
	EQUAL EMPLOYMENT OPPORTUNITY CLAUSE: THIS TRANSACTION IS SUBJEC TO THE PROVISIONS OF EXECUTIVE ORDER 11246 (NONDISCRIMINATION IN EMPLOYMENT, SECTION 202, PARAGRAPHS 1 THROUGH 7 OF THE ORDER), A COPY OF WHICH IS ATTACHED ON DOCUMENTS EXCEEDING $50,000.				
1	JAPANESE ROSE (ROSA MULTIFLORA), THORNLESS VARIETY GROWN IN MINIMUM FOUR GALLON CONTAINERS (EGG CAN). MINIMUM THREE CANES, FOUR FEET EACH CANE, BUSHY. THE APPLICABLE PROVISIONS OF THE STATE OF OREGON SPECIFICATIONS NO. 84-301-9010 SHALL APPLY. THE PLANTS SHALL BE AVAILABLE FOR DELIVERY IN THE FALL OF 1975. DELIVERIES SHALL BE MADE AS REQUESTED BY THE STATE IN QUANTITIES AND AS DIRECTED. FOB WOODBURN, OREGON PREPAY SHIPPING CHARGES AND ADD TO INVOICE	19,000	EA	2 00	38,000 00

The plants were grown under contract for delivery in the fall of 1975. Roses are of the size and quality as specified, but the State is not ready to take delivery for another year.
It is recommended that an interim payment of 90% be made with the balance payable on delivery of the roses in the fall of 1976.

Roy E. Olson
Oct. 75

Roy E. Olson
LANDSCAPE ENGINEER

DJK:ee

IN ADDITION TO THE CONDITIONS STATED ABOVE THIS ORDER IS SUBJECT TO CONDITIONS STATED IN THE INVITATION TO BID AND THE DEPARTMENT OF GENERAL SERVICES ADMINISTRATIVE RULES

PROCUREMENT DIVISION AUTHORIZED AGENT

VAN METER NURSERY
18221 S. E. RICHEY ROAD
PORTLAND, OREGON 97236
503-665-2219

September 29, 1975

Mr. Roy Olson
Landscape Engineer
State of Oregon
State Highway Division
East Highway Building
Room 210
Salem, Oregon 97310

Re: P O 411901 as per letter from Bruce Kayser.

Dear Mr. Olson:

Regarding my telephone conversation with you on September 24, 1975, I would like to confirm and accept the method of payment on the above-mentioned contract as follows:

1. The State of Oregon will pay $34,200.00 of the $38,000.00 contract price within 60 days. The remaining $3,800.00 will be paid at time of delivery.

2. Regarding the maintenance portion of the contract, pruning is included in the $1,330.00 per month fee.
750^{00}

We would also request that your department confirm the date and amount of payment in writing to us. We would appreciate receipt of this as soon as possible.

Sincerely,

Morris Van Meter

Morris Van Meter
Van Meter Nursery

MVM/mgm

Encl.

Van Meter Nursery
18221 S. Rickey Rd
Portland, Ore. 97236

Landscape Engineer
State of Oregon
State Highway Division
East Highway Building, Room 210
Salem, Oregon 97310

ATTENTION: Mr. Roy Olson

Re: Purchase Order # 431901
Dated: 5/31/75
Plant Material for
Woodburn-Hubbard
Interchange, Purchase
Request No. 14925

Gentlemen:

On September 4, 1975, I spoke with Mr. Olson in your department concerning the captioned purchase order.

I understand that a very strong likelihood exists that you will be unable to utilize the plant material covered by the contract, as scheduled, and it might be as late as next spring before you would call for delivery. In view of that fact, I explained to you that our nursery financial program anticipated payment of the $38,000.00 agreed price this fall, and accordingly, please consider this letter as our request for payment concerning the plant material as soon as possible.

In view of the strong likelihood of delay in the delivery request, we feel that should the delay occur, our company would then be entitled to receive an additional sum of money for maintenance and storage of the plant material. Our request is based upon the following listed anticipated additional expenses which will be generated should the plant material not be removed from the nursery in the fall of 1975 as called for in the contract.

Anticipating that the plant material probably will not be moved until next spring, we will now be required to respace the 19,000 pots in which the plant material is planted. Failure to respace the pots would result in an adverse growing environment for the plants. In addition, we feel it will be necessary to fertilize in order that the plant material will hold its color. Since the plant material, in all likelihood, will have to be maintained through the fall, we anticipate the additional expense of irrigating the plants this fall.

Further, since we anticipate that the plant material will be required to be left in our nursery, it is now necessary that we revise our potting program because of the unavailability of land upon which the 19,000 containers are located.

A reasonable charge for maintenance and storage is the sum of 7 cents per can per month for a total of $1,330.00 per month for the 19,000 cans.

Since the contract calls for the plants being available for delivery in the fall of 1975, we will agree that no maintenance and storage charges should accrue prior to January 1, 1976. However, for each month after January 1, 1976, that we are required to keep the plants, payment should be made to us upon submission of our statement which would be made at the end of each month in which maintenance and/or storage occurs, and each portion of a month which the plants are required to remain in our nursery.

~~It also occurs to us that since your delivery date will, in all probability, be extended, the plants might need certain pruning before planting. In the event the need for pruning exists, we feel that a prior agreement should be consummated concerning the cost of pruning which you might require in order to have the plants in an acceptable condition at the time of delivery.~~

Thank you very much for your consideration of our requests, and we shall look forward to receiving correspondence from you at the earliest possible time concerning:

(a) payment for the plant material, and

(b) arrangements for the maintenance and storage thereof.

If any questions arise, please feel free to call upon either Mrs. Van Meter or myself.

Very truly yours,

8387 13

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 13, 1975

SUBJECT: Woodburn-Hayesville Section
Roadside Improvement

To: J. H. Versteeg
Road Design Engineer
Building

Merle Anderson is making another study of the project and will review it in the field on February 2, 1975. His purpose is to see if it can be downscoped more.

The original estimate of roses required was for 19,000 which were contracted for under a growing contract. A decision was made to pave about 2800' of the median after the rose growing contract was let. This left us with about 700 plants over. We will review and pick areas where these plants can be used to advantage.

If the planting at Quinaby Road is eliminated there will be additional savings.

Should we include the Austin Road borrow area with the landscape project?

Original estimate was	$520,000
Latest estimate is	$393,500

Roy E Olson

Roy E. Olson
Landscape Engineer

NOTED
E. S. HUNTER

REO:bw

cc: E. S. Hunter
Al Harwood
Floyd Lacey
Rod Henry
E. J. Hall

RECEIVED
FEB 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8887 13

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO. 1-5-5(65)260

STATE PROJECT NO. WOODBURN INTERCHANGE - HAYESVILLE INTERCHANGE

COUNTY NAME: MARION

PROGRAM STAGE (Check) ☐ 1. ☒ 2.

FROM:
G. L. GREEN, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO. 1-803

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
FEB 6 '75
REFER TO [illegible]
FOR
Info ✓ Inves R/D D/R Sign Act File ✓

E. S. HUNTER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
JANUARY 29, 1975	JANUARY 29, 1975	INTERSTATE ROUTE PRIMARY ROUTE 1

GENERAL LOCATION: I-5 SALEM TO WOODBURN

GENERAL DESCRIPTION OF WORK: LANDSCAPING

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. RULIEN'S JANUARY 23, 1975 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

2-6-75
ORIGINAL TO
L. W. Rulien

RECEIVED
FEB 6 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
2-4-75		DIVISION ENGINEER

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8367

75

PRO-6

Robert W. Straub
XXXXXXXXXX

January 23, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT P.S. & E. Authorization Request

P.S. and E. documents have been submitted to your department for the Woodburn Interchange-Hayesville Interchange Section, Project No. I-5-5(65)260 and, accordingly, we are requesting your authorization to advertise. Authorization is requested to obligate the funds and advertising will be published at a later date.

Compliance with paragraph 16 of Vol. 6, Chap. 4, Sec. 1, subsec. 6 has been met concerning product selection; the plans conform to paragraph 5 of Vol. 6, Chap. 5, Sec. 3, subsec. 2 pertaining to floodplain data; the proposal contains a certification conforming to Vol. 6, Chap. 4, Sec. 1, subsec. 1, in regard to nonsegregated facilities; the special provisions contain the latest requirements for equal employment opportunity as per Vol. 6, Chap. 4, Sec. 1, subsec. 1.

All right-of-way or rights of entry have been acquired and all families and individuals have been relocated to decent, safe, and sanitary housing with the exceptions, if any, as covered in the project specifications and right-of-way status reports previously submitted. All right-of-way has been acquired in accordance with the current FHWA directives covering the acquisition of real property in accordance with Vol. 6, Chap. 4, Sec. 2, subsec. 1.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations. This statement is supported by previously submitted utility-railroad status reports.

DAR:wm

TRANSACTION NUMBER 1-2

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-30-74

BY (Signature): L.W.RULIEN'S DECEMBER 24, 1974 LETTER

TITLE: PROJECT MANAGMENT ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS ______

STAGE 1* ITEM NOS. ______ THRU ______

STAGE 2 ITEM NOS. 803 THRU ______

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
803	1-5-5(65)260	0.0	520,000	479,800

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
WOODBURN INTERCHANGE - HAYESVILLE INTERCHANGE. MARION COUNTY-STATE OF OREGON.	LANDSCAPING

E. S. HUNTER

RECEIVED
STATE HWY ENGR
JAN 14 '75
REFER TO Hunter
FOR
Info | Inves | R/D | D/R | Sign | Act

RECEIVED
JAN 14 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

REMARKS (Division)

1-16-75
L.W. Rulien

RECOMMENDED

DATE	SIGNATURE AND TITLE

APPROVED

DATE	SIGNATURE AND TITLE
12-30-74	G. L. GREEN, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

FORM PR-48
(Rev. 8-71)

GPO 915-890

87 15

December 24, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM
L. W. Rulien
Project Management Engineer

SUBJECT Program Data Submission
Project No. I-5-5(65)260

We are submitting program data for one project, Item No. 803, Project No. I-5-5(65)260, "Woodburn Interchange-Hayesville Interchange Section," which we desire to have included in the Federal-aid Interstate Highway Program.

It is our present intention to receive bids for this project on February 27, 1975.

Enc.
DRH:pr

Budget Bureau No. 41-R2067

U.S.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 12-24-74

CARD 2	REPORT NUMBER 1 (18) (20)	PROJECT LOCATION (45 typewriter spaces) I-5, Salem to Woodburn 21 65	**ADT**	PRESENT 27,000	FUTURE 50,000 (66) (70)	YEAR 94 (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Landscaping 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER (S) I- 14 23	NUMBER 5-5

CARD 4	CLASS OF FEDERAL FUNDS Interstate	COUNTY NAME Marion				CO 04 (14)
	NAME OF URBAN AREA Salem & Woodburn 17-81	ROUTE NO. I	FEDERAL-AID I-5 (32)	STATE 1 (36)	U.S. I-5 (37)	

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		I-5, Salem to Woodburn (approx. 13.3 miles)					
5					**ROW**							
5					**CONST** (CODE) Y003		"Woodburn Intchge.- Hayesville Intchge.	0.0	520,000	479,800	40,200	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS	0.0	520,000 (16) (23)	479,800 (24) (33)	40,200	
1	14	PROGRAM APPROVAL DATES					REMARKS	

Additional Data: Item
Project No. I-5-5(36)26

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

12-24-74

CATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
lem to Woodburn		27,000	50,000	94	10	Oregon	41	042	803

5 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
								I-	5-5	(65)	260	

Interstate

COUNTY NAME: Marion CODE: 047

Salem & Woodburn

ROUTE NO.: I FEDERAL-AID: I-5 STATE: 1 U.S.: I-5

PROGRAM STAGE: ☐ 1 OR ☒ 2

	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
		I-5, Salem to Woodburn (approx. 13.3 miles)						Landscaping consisting of furnishing & planting trees, shrubs, vines & incidental work common to this type of project.
T		"Woodburn Intchge.- Hayesville Intchge.	0.0	520,000	479,800	40,200		ROW-274' normal; Access Control-Full; Parking Restrictions-Complete.
		PROJECT TOTALS	0.0	520,000	479,800	40,200		

ATES

REMARKS

Additional Data: Item No. 731;
Project No. I-5-5(36)260.

-OVER-

USCOMM DUSCOMM-DC 48808-P61

WOODBURN INTCHGE.-HAYESVILLE INTCHGE. SECTION

PROJECT NO. I-5-5(65)260

Remarks continued:

Project Data: The work under this project consists of furnishing and planting trees, shrubs, vines and incidental work (e.g., placing soil conditioner, fertilizer, furnish and placing bark mulch) common to this type of project. This project involves linear landscaping and landscaping of interchanges.

Requirements of IM 50-1-70; PPM 90-1; PPM 20-8: This project is considered stage construction as part of the work necessary to complete this section to Interstate Standards. The basic construction was accomplished and these requirements were complied with under project I-5-5(36)260.

Note: (1) On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.
(2) This project is in Congressional District No. 2.

8387

75

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 23, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project I-5-5(-)
Woodburn-Hayesville Section
State Furnished Roses

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

cc Rubin
Versteeg
EH

As requested in Mr. Hunter's May 16 letter we agree that the condition requiring advance payment in the Staab Nursery's bid is unacceptable. As stated in our April 5 memorandum Federal participation is limited to actual cost as accepted on the project. Therefore, it would appear appropriate to award to the next bidder.

for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 24 '74
REFER TO
Hunter
FOR
Info | Act | File ✓

5-29-74
Copy to Rubin
Versteeg
Roy Olson

RECEIVED
MAY 29 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

4387

May 16, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Oregon Project I-5-5
Woodburn-Hayesville Section
State Furnished Materials
(Japanese Rose Bushes)

Under the revisions of PPM 21-6.3 paragraph 14, we have attached for your approval the compilation of bids received May 8 by the State Department of General Services to contract the growing of Japanese Roses for delivery in the fall of 1975 and to be planted on this section of Interstate 5.

We propose to award the contract to Van Meter Nursery because the conditions set forth in Staab's Nursery's bid relative to advanced payment are not acceptable.

The award is being held in abeyance pending your approval.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Attachment

REO:jh jf

bc: F. B. Klaboe
A. E. Johnson
L. W. Rulien
J. H. Versteeg
R. E. Olson

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 16, 1974

SUBJECT: Woodburn-Hayesville Section
State Furnished Materials
Japanese Rose Bushes

To: E. S. Hunter
Asst. State Highway Engineer
132 State Highway Building

Attached is a draft of a letter to FHWA with bid tabulations from the Department of General Services. These bid tabulations are to be forwarded to FHWA for review and approval before the contract is awarded.

The bid from Staab's Nursery was qualified by asking for payment of $10,000 on September 1, 1974, and $10,000 on September 1, 1975.

Roy E. Olson
Landscape Engineer

REO:vmt

Enclosure

RECEIVED
MAY 16 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8387 45

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: April 5, 1974

In reply refer to: 10-41-EC2

SUBJECT: Oregon Project I-5-5(-)
Woodburn Interchange-Hayesville Int.Sec.
State Furnished Rose Plants

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on the information furnished in Mr. Hunter's March 27 letter on the above subject we feel that it would be in the Public interest to arrange for the State furnished rose plants to be used in the landscaping of the subject section. It is understood that Federal participation will be limited to their actual cost as they are accepted on the project.

G. L. Green

NOTED
E. S. HUNTER

[illegible]
A. E. JOHNSON

4-9-74
Copy Versteeg
Roy Olson

IVED
WY ENGR
8'74
REFER TO
Hunter
FOR
Sign Act File

RECEIVED
APR 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

8387

March 27, 1974

Mr. Glen L. Green, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Woodburn-Hayesville Interchange
Contract Growing Rose Plants

Approval is requested and authorization to award a contract through the State Department of General Services for growing of Multiflora Rose plants to be used as anti-glare screening on the subject project.

It is planned to have the growing contract let sometime in June 1974 with planting scheduled for the fall of 1975. The plants will be grown in containers over two growing seasons and will result in bushy plants at least four feet in height. The four-foot height will be effective as an anti-glare screen at the time of planting or very shortly thereafter.

Multiflora Rose plants are not available in the trade in sufficient quantity or size to meet the needs.

The plants will be furnished to the contractor without cost under the bid item of "Planting State Furnished Shrubs". No cost will be incurred until the plants are incorporated in the project, therefore, no dollar authorization is necessary at this time.

Federal participation will be governed by PPM 21-6.3, Para. 14; and a copy of the bids will be forwarded to you for review and approval.

The estimated number of plants is 19,000 at a purchase cost of $38,000.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

REO:vmt jf
bc: F. B. Klaboe
A. E. Johnson
J. H. Versteeg
R. E. Olson

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1974

SUBJECT: Woodburn-Hayesville Section
Roadside Improvement
Contract Growing Multiflora Roses

To: J. H. Versteeg
Road Design Engineer
224 State Highway Building

In the past, we have been letting growing contracts of Multiflora Roses in order to have an effective anti-glare screen shortly after planting. Besides, plants are not available in sufficient quantity or size to meet the needs.

The growing contract for this section of highway should be let sometime in June, and the project scheduled for fall of 1975. This will give two growing seasons which will be enough time to have bushy plants at least four feet in height.

Contract to be awarded through the State Department of General Services.

Attached is a draft of a letter to the FHWA for approval.

Roy E. Olson

Roy E. Olson
Landscape Engineer

vmt

Enclosure

RECEIVED
MAR 21 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1 Versteeg
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout 4

RECEIVED
MAR 18 1974
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

8357

10/2/73-cc L.H. Young
J.H. Versteeg
E.S. Files

15

1859

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 21, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM R. L. Schroeder
Assistant State Highway Engineer

SUBJECT Roadside Improvement Projects

This negative declaration is to accompany our request for Federal Aid approval for the subject roadside improvement projects.

LOCATION AND DESCRIPTION OF PROJECT	Seventh Ave.-Willamette R. Section Eugene-Springfield Highway Lane County
	Hubbard Intchge.-Woodburn Intchge. Section Pacific Highway (I-5) Clackamas and Marion Counties
	Woodburn Intchge.-Hayesville Intchge. Section Pacific Highway (I-5) Marion County

The above projects are typical of the Oregon Highway Division's program of roadside planting of trees, shrubs, and vines, installation of irrigation systems, and seeding and mulching. Soil preparation and grading of the affected portions of the highway right-of-way will thus be accomplished.

PURPOSE OF PROJECT The overall purpose of roadside improvement projects is to improve the visual profile of the highway, the roadside, and the neighboring community. There are other specific purposes of landscape plantings: plantings control erosion, screen headlights from opposing traffic, and provide vegetation buffers for residents close to the highways.

Other special purposes include roadside park and greenway beautification programs in special instances.

Wherever possible, planting areas are designed to channel vision and more effectively guide the motorist through interchanges, and to provide relief to visual monotony by creating variations in the landscape.

DISCUSSION OF ENVIRONMENTAL IMPACTS The subject landscape projects will lie within the existing highway right-of-way, so other land uses in private control will not be preempted. For this reason, the projects are exempt from A-95 (Clearinghouse) review.

Adequate signing will protect the motorist while the work is in progress.

The substantial benefits to the natural and social environment provided by plantings for erosion control, community screening, and highway beautification will far outweigh the temporary disruption of the existing right-of-way. The projects will be a permanent asset to the communities and to the highway user.

BASIS FOR NEGATIVE DECLARATION It is the conclusion of the Oregon State Highway Division staff that this project does not constitute a "major action" as defined in PPM 90-1, Appendix F, nor does it have the potential to significantly adversely affect the quality of social or natural environment.

Your concurrence is respectfully requested.

Endorsement to Oregon State Highway Division

Concur ______________________ Date SEP 28 1973
Division Engineer

GAP:bb

cc: F. B. Klaboe
A. E. Johnson
E. S. Hunter
J. H. Versteeg
Victor Wolfe
L. H. Young
J. F. Putnam
L. W. Rulien
C. O. Fredrickson
A. Shirley

8388 25th St. S.E.-Lancaster Dr. 1976
Intchge. Sec. in S.E. Salem
(Grade,pave,struct.,sign,etc.) #3

C&A 5129 11-22-74
C&A 5522 12-3-75

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

August 15, 1986

D. O. Christensen
Road Design Engineer

File 55720
25th Street-Lancaster Drive Section
Mission St.and North Santiam Highway
Marion County

Attached is a description (1 file), an authorization and prints of a portion of Map 9B-22-18 covering right of way being dedicated to the Highway Division from the Department of General Services.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 3/10/83

CITY: SALEM AGREEMENT NO: No Number PROJECT NO: M-1560(3)

CONTRACT NO: 8388 SECTION: 25th St.-Airport Rd. (Salem)

PRELIMINARY ENGINEERING (Pro-Rata 85.80%):

	Participating	Non-Participating
Resident Engineer	$ 765.56	$ 41.52
Final Design	4,079.60	
Bridge Design	3,078.47	621.29
Right of Way Descriptions	130.98	
Landscape Design	1,969.84	
Reconnaissance & Hydrolgy	110.44	
Environmental Section	616.64	
Planning Section	113.05	
Employee Training	40.46	
Totals for P.E.	$10,905.04	$662.81
Less Federal Funds (85.80%)	9,356.52	
Amounts to be Shared as Agreed	$ 1,548.52	$662.81

City Share PE = (50% of $1,548.52) + $662.81 = $1,437.07

RIGHT OF WAY (Pro-Rata 85.80%):

	Participating	Non-Participating
Net Cost of Land Purchased	$ 3,920.00	
Appraisals	5.93	
Miscellaneous	23.16	
Title Costs & Recording Fees	71.00	$ 50.00
Taxes	11.22	
Negotiation Expense	539.09	
Project Management	11.58	
Totals for R/W	$ 4,581.98	$ 50.00
Less Federal Funds (85.80%)	3,931.34	
Amounts to be Shared as Agreed	$ 650.64	$ 50.00

City Share R/W = (50% of $650.64) + $50.00 = $375.32

CONSTRUCTION (Pro-Rata 85.80%):

	Participating	Non-Participating
Payment to Contractor	$227,757.13	$317.44
Credit for Liquidated Damages	(2,018.58)	(21.42)
State Force Work (Signing & Striping)	638.54	
Resident Engineer	24,904.31	270.93
Employee Training	713.93	
Personal Leave	1.19	
EEO Monitoring Expense	39.61	
Totals for Construction	$252,036.13	$566.95
Less Federal Funds (85.80%)	216,247.00	
Amounts to be Shared as Agreed	$ 35,789.13	$566.95

City Share Constr. = (50% of $35,789.13) + $566.95 = $18,461.52

SUMMARY

City Share of Preliminary Engineering	$ 1,437.07
City Share of Right of Way	375.32
City Share of Construction	18,461.52
Total City Share	$20,273.91
Less: City Advance Deposit (rec'd 7-16-76)	34,400.00
REFUND TO CITY	$14,126.09

```
                  123   1079     900    04 P 1                                 192. 50              192. 50
                  123   1079     911    00 P 1                                                        77. 07
                  123   1079     920    00 P 1                                  16. 95                53. 40
                  123   1079     940    00 P 1                                  60. 00             1,106. 50
                  123   1079     941    00 P 1                                                        12. 83
                  123   1079     944    00 P 1                                 263. 71               746. 87
                  123   1079     945    00 P 1              42. 36             367. 74               556. 14
                  123   1079     946    00 P 1                                 185. 13             1,110. 00
                  123   1079     950    00 P 1                                                     3,437. 78
                  123   1079     950    00 N 1                                                       569. 35
                                 TOT    P1               5,057. 94          87,280. 33           478,708. 48
                                 TOT    N1                 164. 61             193. 04             5,083. 89
                              ** JOB TOTALS **           5,222. 55   **     87,473. 37   **      483,792. 37  *

LHEUR DRAINAGE DIST       CONT NO        FA PROJ NOS F    0028007 100
                  123   1081     270    01 P 1                               9,536. 95            42,241. 95
                  123   1081     270    01 N 1                              10,000. 00            10,000. 00
                  123   1081     296    00 N 9              6. 20CR         33,068. 09CR          33,068. 09CR
                  123   1081     298    00 N 9              6. 20           33,068. 09            33,068. 09
                  123   1081     915    00 P 1                                  56. 01                56. 01
                  123   1081     948    00 P 1                                  15. 65                15. 65
                                 TOT    P1                                   9,608. 61            42,313. 61
                                 TOT    N1                                  10,000. 00            10,000. 00
                              ** JOB TOTALS **                       **     19,608. 61   **       52,313. 61  *

TH SE-LANCASTER DR INTCHGE  CONT NO 8388 * FA PROJ NOS TQS 0265014  68 U   0265014  22 M   1560003  10
                  124   1014     201    00 P 1                                139,433. 35         1,598,198. 91
11.4 FAS GROUP 1 = AIRPORT RD-LANCASTER
                  124   1014     201    00 P 2                                100,000. 00CR         997,917. 15
                  124   1014     201    00 P 3  Payment to Contractor          39,433. 34CR         227,757. 13
CB "           2 =    "      "       "
                  124   1014     201    00 N 1                                   317. 45CR            9,652. 73
W32            3 = AIRPORT RD-25th
                  124   1014     201    00 N 2                                                          271. 83
                  124   1014     201    00 N 3  Payment to Contractor             317. 44               317. 44
                  124   1014     202    00 N 1                                                        2,377. 19CR
                  124   1014     203    00 P 1                                  2,218. 70            16,141. 30CR
                  124   1014     203    00 P 2                                     21. 42             2,018. 58CR
                  124   1014     203    00 P 3  Credit for Liquidated Damages   2,018. 58CR           2,018. 58CR
                  124   1014     203    00 N 1                                    200. 12CR             200. 12CR
                  124   1014     203    00 N 3  Credit for Liquidated Damages      21. 42CR              21. 42CR
                  124   1014     210    01 P 1                                                        9,278. 75
                  124   1014     270    03 P 1                                     71. 43CR
                  124   1014     270    03 P 2                                      7. 51CR
                  124   1014     270    03 N 1                                     71. 43             2,980. 80
                  124   1014     270    03 N 2                                      7. 51               330. 76
                  124   1014     270    04 P 1                                     13. 93             7,798. 65
                  124   1014     270    04 P 2                                     13. 93CR             835. 06
                  124   1014     270    04 P 3  Misc. State Force Work                                   15. 48
                  124   1014     270    05 P 1                                                        1,256. 25
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- EXPENDITURES & LEDGERS JANUARY 1983 PAGE 144

ION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	124	1014	270	05	P	2			125.45	76	79
	124	1014	270	05	P	3	Misc. State Force Work		78.32	77	79
	124	1014	270	06	N	2		200.00	200.00	82	82
	124	1014	270	06	N	3	Misc State Force Work	200.00CR		77	82
	124	1014	270	07	P	1		16,115.72	16,115.72	82	82
	124	1014	270	08	P	1		4.36	2,878.89	78	82
	124	1014	270	08	P	2		4.36CR		79	82
	124	1014	270	09	P	2			859.00	79	79
	124	1014	270	10	P	1			4,903.06	79	79
	124	1014	270	10	P	2		544.74CR		79	82
	124	1014	270	10	P	3	Misc State Force Work	544.74	544.74	82	82
	124	1014	270	11	P	1			8.83	78	78
	124	1014	270	14	N	1		17.14CR	3,192.94	78	82
	124	1014	270	17	P	1			551.95	79	79
	124	1014	291	16	N	1		654.33	8,021.42CR	78	82
	124	1014	295	00	N	9	Transf City funds		30,400.00	76	76
	124	1014	296	00	N	9	Trans State funds	44,511.72CR	2,702,833.88CR	76	83
	124	1014	298	00	N	9	Transfed funds	44,511.72	2,665,268.96	76	83
	124	1014	299	00	N	9	Trans RR funds		7,164.92	78	78
	124	1014	900	00	P	1			156,612.55	76	79
	124	1014	900	00	P	2			68,364.89	76	79
	124	1014	900	00	P	3	Resident Engineer		24,904.31	76	79
	124	1014	900	00	N	1		17.14	1,963.42	76	82
	124	1014	900	00	N	2			596.06	76	78
	124	1014	900	00	N	3	Resident Engineer		270.93	76	78
	124	1014	904	00	P	1		16,115.72CR		81	82
	124	1014	950	00	P	1			4,854.98	76	78
	124	1014	950	00	P	2			1,570.25	76	78
	124	1014	950	00	P	3	Employee Training		713.93	76	78
	124	1014	960	00	P	1			8.13	78	78
	124	1014	960	00	P	2			2.64	78	78
	124	1014	960	00	P	3	Personal Leave		1.19	78	78
	124	1014	985	00	P	1			269.50	76	78
	124	1014	985	00	P	2			87.22	76	78
	124	1014	985	00	P	3	EEO Monitoring Expense		39.61	76	78
			TOT	P1				141,598.91	1,786,594.87		
			TOT	P2				100,549.12CR	1,067,743.08		
			TOT	P3				40,907 18CR	252,036.13		
			TOT	N1				208.19	7,191.16		
			TOT	N2				207.51	1,398.65		
			TOT	N3				96.02	566.95		
			** JOB	TOTALS **			**	654.33 **	3,115,530.84 **		

/-HWY @ ORE WAY CONT NO 8692 * FA PROJ NOS TQF 0075003 100 F 0075003 STATE

93,917 03 78 9

RIPTION CF JOB OR DEPARTMENT	PREFIX		FUNCTION		GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE
	324	1943	918	00	N 1				.07CR
	324	1943	920	00	P 1				133.79
	324	1943	921	00	P 1			727.11CR	2,053.20
	324	1943	922	00	P 1				189.52
	324	1943	923	00	P 1				10,156.01
	324	1943	923	00	N 1				12.60CR
	324	1943	950	00	P 1				219.12
	324	1943	980	00	P 1				2,607.70
	324	1943	980	00	N 1				74.65CR
			TOT	P1				12,036.28	77,847.47
			TOT	N1					145.40
			** JOB TOTALS **				**	12,036.28 **	77,992.87 *
5TH ST-AIRPORT RD (SALEM)	CONT NO		* FA PROJ NOS M	560001 100					
	324	1963	296	00	N 9	Transfer State-funds		1,396.40CR	9,906.52CR
	324	1963	298	00	N 9	Transfer Fed-funds		846.40	9,356.52
	324	1963	299	00	N 9	Transfer RR-funds		550.00	550.00
	324	1963	901	00	P 1	Resident Engr			765.56 ✓
	324	1963	901	00	N 1	Resident Engr		41.52	41.52 ✓
	324	1963	905	00	P 1	Final Design Unit			4,079.60 ✓
	324	1963	906	00	P 1	Bridge Design			3,078.47 ✓
	324	1963	906	00	N 1	Bridge Design			621.29 ✓
	324	1963	909	00	P 1	R/W Descriptions			130.98 ✓
	324	1963	912	00	P 1	Landscape Design			1,969.84 ✓
	324	1963	918	00	P 1	Reconnaissance & Hydrology			110.44 ✓
	324	1963	923	00	P 1	Environmental			616.64 ✓
	324	1963	924	00	P 1	Dept of Transportation Planning Section			113.05 ✓
	324	1963	950	00	P 1	Employee Training			40.46 ✓
			TOT	P1					10,905.04
			TOT	N1				41.52	662.81
			** JOB TOTALS **				**	41.52 **	11,567.85 **
NES ST-R/R X-ING (SALEM)	CONT NO		FA PROJ NOS RRP	528004 100					
	324	1964	296	00	N 9			65.09CR	233.47CR
	324	1964	298	00	N 9			65.09	233.47
	324	1964	901	00	P 1				157.39
	324	1964	905	00	P 1		2.36	74.68	74.68
	324	1964	906	00	P 1				29.70
			TOT	P1			2.36	74.68	261.77
			** JOB TOTALS **				2.36 **	74.68 **	261.77 **
RONA AVE @ SPRR XING	CONT NO		FA PROJ NOS RRP	528005 100					

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                324   2512     930       00 P 1                                                        286.82
                324   2512     930       00 N 1                                                          8.12
                324   2512     950       00 P 1                                                        368.24
                               TOT       P1                                    320,130.35          443,291.73
                               TOT       N1                                    319,622.77CR         51,715.37
                         ** JOB TOTALS **                        **                507.58   **     495,007.10  **

                                                                                                        00      STA
ON ST-25TH TO AIRPORT RD CONT NO    * FA PROJ NOS M   560002 100
                324   2514     296       00 N 9 Transfer State Funds           12.88             3,931.34CR
                324   2514     298       00 N 9 Transfer Fed Funds             12.88CR           3,931.34
                324   2514     401       00 P 1 Net Cost of Land Purchased                       3,920.00 ✓
                324   2514     407       00 P 1 Appraisals                                           5.93 ✓
 STATE & CITY   324   2514     409       00 P 1 Miscellaneous                  23.16                23.16 ✓
 SPLIT MATCH    324   2514     412       00 P 1 Title Costs & Recording Fees   50.00CR              71.00 ✓
    85.80%      324   2514     412       00 N 1 Title Costs & Recording Fees   50.00                50.00 ✓
                324   2514     413       00 P 1 Taxes                                               11.22 ✓
                324   2514     414       00 P 1 Negotiation Expense                                539.09 ✓
                324   2514     920       00 P 1 Project Management             11.58                11.58 ✓
                               TOT       P1                                    15.26CR           4,581.98
                               TOT       N1                                    50.00                50.00
                         ** JOB TOTALS **                        **            34.74    **       4,631.98  **

                                                                                                        00      STA
ST @ LINCOLN (WOODBURN) CONT NO     * FA PROJ NOS M   281001 100
                324   2515     295       00 N 9                                303.61              303.61
                324   2515     296       00 N 9                                303.61CR          2,480.47CR
                324   2515     298       00 N 9                                                  2,176.86
                324   2515     401       00 P 1                                                  2,000.00
                324   2515     405       00 P 1                                                    240.00
                324   2515     407       00 P 1               .39CR               .98CR            515.34
                324   2515     407       00 N 1                                  5.10                5.10
                324   2515     412       00 P 1                                                      3.00
                324   2515     414       00 P 1                                                     25.34
                               TOT       P1                   .39CR               .98CR          2,783.68
                               TOT       N1                                      5.10                5.10
                         ** JOB TOTALS **                    39CR**              4.12   **       2,788.78  **

                                                                                                        STA
ST. PACHWYE(WOODBRN)     CONT NO      FA PROJ NOS M   262002 100
                324   2521     401       00 P 1             185.00             185.00              185.00
```

(MEMORANDUM)

Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

VOUCHER NO.

SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(insert official or depositary named in project agreement)*
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem, OR 97310

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: M-1560 (1)

VOUCHER PERIOD: FROM 10-18-74 TO 6-3-76

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$11,567.85	$10,905.04	85.80%	$9,356.52	$ 9,356.52	$ 0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

$0.00

V.E. Skoog
Controller

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

(MEMORANDUM) 124-1014

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATE VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

FHWA VOUCHER NO.

APPROPRIATION

FHWA SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

(For use of Paying Office)

ADDRESS
Treasurer of the State of Oregon
Capitol Bldg.
Salem, OR 97310

STATE
Oregon

VOUCHER PERIOD
FROM 6-3-76
TO 6-29-79

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☐ FINAL VOUCHER (*) X

FEDERAL AID PROJECT NO.
M-1560(3)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$252,603.08	$252,036.13	85.80%	$216,247.00	$216,247.00	$0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS Oregon 11/23/82 Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	25th St.-Airport Road Unit					
	City Street in Marion County					
	Construction					
	Type Code 6203					
	Roadway (Sta. to Sta. 10+80 To Sta. 113+00)					
	Final Contract Payment Summary	LUMP	Sum		$187,241.83	
SFO	#4 Stage Construction Striping (State)	All	Required		15.48	
SFO	#10 Permanent Pavement Stirping (State)	All	Required		544.74	
	Total Participating Construction				$187,802.05	
	Signing					
	Final Contract Payment Summary	Lump	Sum		$ 5,377.10	
SFO	#5 Furnish and install signs (State)	All	Required		78.32	
	Total Participating Signing				$ 5,455.42	
	Illumination					
	Final Contract Payment Summary	Lump	Sum		19,766.93	
	Landscaping					
	Final Contract Payment Summary	Lump	Sum		15,371.27	
	Total Participating Construction				$228,395.67	
	Construction Engineering					
	State	All	Required		25,619.43	
	Liquidated Damages	Lump	Sum		(2,018.58)	
	Total Participating Construction Engineering				$ 23,600.85	
	Misc. Project Cost					
	EEO Monitoring Expense	All	Required		39.61	
	Total Participating Cost				$252,036.13	
	Nonparticipating Project Cost					
	Construction Engineering (State)	All	Required		270.93	
	Final Contract Payment Summary	Lump	Sum		317.44	
	Liquidated Damages	Lump	Sum		(21.42)	
	Total Nonparticipating Project Cost				$ 566.95	
	Total Project Cost				$252,603.08	
	Prepared based on Participating Costs as shown on Federal Billing as of 9/16/82					
	AMOUNT CARRIED FORWARD					

```
                    APPR-140
120-1064 1  F     -0028-003    188,472.00     95,566.90     95,466.03   88.18    84,181.95     84,0
                    APPR-010
         2  HES  -0028-003    148   3.00    127,588.05    127,511.97   8 .00   114,760.77    114,665.62                     95.15
                    APPR-141
120-1064    PREFIX TOTALS      336,535.00    223,154.95    222,978.00           198,942.72    198,723.96                    218.76
120-1070 1  HES  -0059-001                        25.09                 90.00
                    APPR-141
121-1010 1  BRS  -0120-002     550,636.00    693,615.83    688,736.38   80.00   550,989.10    550,636.00    353.10 8
                    APPR-118
122-1089 1# RRS  -0118-001      50,863.78     56,515.31     56,515.31   90.00    50,863.78     50,863.78
                    APPR-138
123-1071 1  FG   -2105-004     117,990.00     92,531.88     89,295.74  100.00    89,295.74     89,295.74
                    APPR-A14
123-1072 1# FLH  -0003-022     881,755.84    885,365.44    881,755.84  100.00   881,755.84    881,755.84
                    APPR-153
123-1077 1  RRS  -0174-001      80,749.00     65,296.92     65,188.53   90.00    58,669.68     58,669.68
                    APPR-138
 3-1079 1  HES  -2105-006     429,093.00    478,385.19    473,465.91   90.00   426,119.32    421,899.00                  4, 20.32
                    APPR-141
123-1081 1  F    -0028-007      39,075.00     52,313.61     42,313.61   78.15    33,068.09     33,061.89                      6.20
                    APPR-010
124-1014 1  TQS  -0265-014    1532,898.40   1793,786.03   1786,594.87   85.80  1532,898.40   1532,898.40
                    APPR-124
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B01                                              OREGON  STATE  HIGHWAY  DEPARTMENT                       01/06/83
                                                       FHWA  BILLING  VOUCHER                                            PAGE  25

                                                                                                   AMOUNT     ADJUSTMENT      AMOUNT OF
                                AGREEMENT     TOTAL COSTS      PARTIC.     % OF      FEDERAL       PREV. CLAIMED  AND CODE    THIS VOUCHER
PREFIX  GRP FED AID PROJ          AMOUNT       TO DATE         AMOUNT     PARTIC      SHARE
        FL    APPR

         2  U    -0265-014     944,95 .98   1069,141.73   1067,743.08   85.80   916,123.56    916,123.56
                    APPR-032
         3  M    -1560-003     216,247.00    252,603.08    252,036.13   85.80   216,247.00    216,247.00
                    APPR-432
124-1014    PREFIX TOTALS     2694,100.38   3115,530.84   3106,374.08          2665,268.96   2665,268.96
124-1030 1# TQF  -0075-003     120,447.79    143,124.54    140,382.04   85.80   120,447.79    120,447.79
                    APPR-124
         2# F    -0075-003      18,876.00     22,000.00     22,000.00   85.80    18,876.00     18,876.00
                    APPR-010
124-1030    PREFIX TOTALS      139,323.79    165,124.54    162,382.04           139,323.79    139,323.79
124-1034 1# HHSO-0075-002      300,291.42    347,727.22    333,657.13   90.00   300,291.42    300,291.42
                    APPR-145
         2  HES  -0075-002     103,732.22    115,258.02    115,258.02   90.00   103,732.22    103,732.22
                    APPR-141
124-1034    PREFIX TOTALS      404,023.64    462,985.24    443,915.15           404,023.64    404,023.64
124-1047 1# F    -0047-010     110.234.49    125,142.01    125,010.76   88.18   110,234.49    110,234.49
                    APPR-010
124-1051 1  F    -0075-006     228,273.00    250,588.63    235,601.69   88.18   207,753.57    220,339.34                 12,585.77CR
                    APPR-010
         8  F    -0075-006      14,000.00     13,713.84     13,704.59   88.18    12,084.71     12,084.72                       .01CR
                    APPR-010
124-1051    PREFIX TOTALS      242,273.00    264,302.47    249,306.28           219,838.28    232,424.06                 12,585.78CR
124-1054 1  F    -0075-007    1074,205.00   1190,574.57   1185,790.52   88.18  1045,630.08   1044,787.15                    842.93
                    APPR-010
                                                             6,077.41   88.18     5,320.26      5,313.85                      6.41
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124	1014	203	03	N	3			9,2[illegible].75	76	82
124	1014	210	01	P	1		71.43CR		76	82
124	1014	270	03	P	1		7.51CR		[illegible]	82
124	1014	270	03	P	2		71.43	2,980.80	[illegible]	82
124	1014	270	03	N	1		7.51	330.76	[illegible]	82
124	1014	270	03	N	2		13.93	7,798.65	79	82
124	1014	270	04	P	1		13.93CR	835.06	79	82
124	1014	270	04	P	2			15.48	79	82
124	1014	270	04	P	3			1,256.25	76	79
124	1014	270	05	P	1			125.45	76	79
124	1014	270	05	P	2			78.32	77	79
124	1014	270	05	P	3		200.00	200.00	82	82
124	1014	270	06	N	2		200.00CR		77	82
124	1014	270	06	N	3		16,115.72	16,115.72	82	82
124	1014	270	07	P	1		4.36	2,878.89	78	82
124	1014	270	08	P	1		4.36CR		79	82
124	1014	270	08	P	2			859.00	79	79
124	1014	270	09	P	2			4,903.06	79	79
124	1014	270	10	P	1		544.74CR		79	82
124	1014	270	10	P	2		544.74	544.74	82	82
124	1014	270	10	P	3			8.83	78	78
124	1014	270	11	P	1		17.14CR	3,192.94	78	82
124	1014	270	14	N	1			551.95	79	79
124	1014	270	17	P	1		654.33	8,021.42CR	78	82
124	1014	291	16	N	1			30,400.00	76	76
124	1014	295	00	N	9	35,085.08CR	44,511.72CR	2,702,833.88CR	76	83
124	1014	296	00	N	9	35,085.08	44,511.72	2,665,268.96	76	83
124	1014	298	00	N	9			7,164.92	78	78
124	1014	299	00	N	9			156,612.55	76	79
124	1014	900	00	P	1			68,364.89	76	79
124	1014	900	00	P	2			24,904.31	76	79
124	1014	900	00	P	3		17.14	1,963.42	76	82
124	1014	900	00	N	1			596.06	76	78
124	1014	900	00	N	2			270.93	76	78
124	1014	900	00	N	3				81	82
124	1014	904	00	P	1		16,115.72CR			

.ACCOUNT SUMMARY - EXPENDITURES & LEDGERS

DECEMBER 1982

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	ACTIVE YRS END
	124	1014	950	00	P	1			4,854.98	76	78
	124	1014	950	00	P	2			1,570.25	76	78
	124	1014	950	00	P	3			713.93	76	78
	124	1014	960	00	P	1			8.13	78	78
	124	1014	960	00	P	2			2.64	78	78
	124	1014	960	00	P	3			1.19	78	78
	124	1014	985	00	P	1			269.50	76	78
	124	1014	985	00	P	2			87.22	76	78
	124	1014	985	00	P	3			39.61	76	78
			TOT		P1			141,598.91	1,786,594.87		
			TOT		P2			100,549.12CR	1,067,743.08		
			TOT		P3			40,907.18CR	252,036.13		
			TOT		N1			208.19	7,191.16		
			TOT		N2			207.51	1,398.65		
			TOT		N3			96.02	566.95		
			** JOB TOTALS **				**	654.33 **	3,115,530.84 **		

25TH SE-LANCASTER DR INTCHGE CONT NO 8388 X FA PROJ NOS TQS 0265014 68 U 0265014 22 M 1560003 10

								STATE	
124	1014	201	00	P	1	139,433.35	1,[illegible],198.91	76	82
124	1014	201	00	P	2	100,000.00CR	9[illegible]7,917.15	76	82
124	1014	201	00	P	3	39,433.34CR	227,757.13	77	82
124	1014	201	00	N	1	317.45CR	9,652.73	76	82
124	1014	201	00	N	2		271.83	79	79
124	1014	201	00	N	3	317.44	317.44	82	82
124	1014	202	00	N	1		2,377.19CR	79	79
124	1014	203	00	P	1	2,218.70	16,141.30CR	77	82
124	1014	203	00	P	2	21.42	2,018.58CR	77	82
124	1014	203	00	P	3	2,018.58CR	2,018.58CR	82	82
124	1014	203	00	N	1	200.12CR	200.12CR	82	82
124	1014	203	00	N	3	21.42CR	21.42CR	82	82
124	1014	210	01	P	1		9,278.75	76	77
124	1014	270	03	P	1	71.43CR		76	82
124	1014	270	03	P	2	7.51CR		76	82
124	1014	270	03	N	1	71.43	2,980.80	78	82
124	1014	270	03	N	2	7.51	330.76	79	82
124	1014	270	04	P	1	13.93	7,798.65	79	82
124	1014	270	04	P	2	13.93CR	835.06	79	82
124	1014	270	04	P	3		15.48	79	82
124	1014	270	05	P	1		1,256.25	76	79
124	1014	270	05	P	2		125.45	76	79
124	1014	270	05	P	3		78.32	77	79
124	1014	270	06	N	2	200.00	200.00	82	82
124	1014	270	06	N	3	200.00CR		77	82
124	1014	270	07	P	1	16,115.72	16,115.72	82	82
124	1014	270	08	P	1	4.36	2,878.89	78	82
124	1014	270	08	P	2	4.36CR		79	82
124	1014	270	09	P	2		859.00	79	79
124	1014	270	10	P	1		4,903.06	79	79
124	1014	270	10	P	2	544.74CR		79	82
124	1014	270	10	P	3	544.74	544.74	82	82
124	1014	270	11	P	1		8.83	78	78
124	1014	270	14	N	1	17.14CR	3,192.94	78	82
124	1014	270	17	P	1		551.95	79	79
124	1014	[illegible]	16	N	1	[illegible]	[illegible]	[illegible]	[illegible]

(MEMORANDUM) 124-1014

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

ST OUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS Treasurer of the State of Oregon

Capitol Bldg.
Salem, OR 97310

(For use of Paying Office)

STATE Oregon

VOUCHER TYPE *(Check Appropriate Block)*

☐ CURRENT BILLING

☐ OTHER PROGRESS

☒ FINAL VOUCHER (*) XX

VOUCHER PERIOD FROM

TO 6/3/76

FEDERAL AID PROJECT NO. US-TQS-265(14)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$1,069,141.73	$1,067,743.08	85.80%	$ 916,123.56	$ 916,123.56	$ 0.00
1,809,828.87	1,786,594.87	85.80%	1,532,898.40	1,532,898.40	0.00
$2,878,970.60	$2,854,337.95	85.80%	$2,449,021.96	$2,449,021.96	$ 0.00

RECEIVED DIVISION OFFICE
BY DATE

DIVISION OFFICE REVIEW MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS Oregon 11/26/82 Controller

$ 0.00

FORM PR-20A
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Airport Road-Lancaster Dr. Interchange Section					
	North Santiam Highway					
	Marion County					
	Construction					
	Type Code 6203					
	Roadway (Sta. 113+00 To Sta. 189+50)					
	Final Contract Payment Summary (124)	Lump Sum			$1,093,098.09	
	Final Contract Payment Summary (032)	Lump Sum			591,230.08	
SF0	#4 Stage Construction Striping (State)	All Required			8,633.71	
	124 $7,783.17					
	32 850.54					
SF0	#1 Concrete median barrier (State)	All Required			9,278.75	
SF0	#10 Permanent Pavement Stripping	All Required			4,903.06	
	124 $4,903.06					
	Total Participating Construction Type Code 6203				$1,707,143.69	
	Illumination					
	Final Contract Payment Summary	Lump Sum			$ 163,768.07	
	Signing					
	Final Contract Payment Summary	Lump Sum			$ 123,253.25	
SF0	#5 Furnish and install spped signs (State)	All Required			1,381.70	
	124 $1,256.25					
	32 125.45					
	Total Participating Signing				$ 124,634.95	
	Traffic Signals					
	Final Contract Payment Summary	Lump Sum			$ 94,391.00	
SF0	#17 Tether Signal Heads (State)(124)	All Required			551.95	
SF0	#11 Place anchor on signal pole #10(State) (124)	All Required			8.83	
	Total Participating Traffic Signals				$ 94,951.78	
	Landscaping					
	Final Contract Payment Summary	Lump Sum			$ 23,688.50	
SF0	#9 Fertilizing, herbicides, watering,plant replacement and pruning(City of Salem) (032)	All Required			859.00	
SF0	#8 Fertilizing, harbecides, watering, plant replacement and pruning (State)(124)	All Required			2,878.89	
	Total Participating Landscaping				$ 27,426.39	
	Type Code X280					
	Pacific Hwy. 0 Sly Br. #7749(A) Sta. 160+03.39 To Sta. 161.93.39)					
	Final Contract Payment Summary (032)	Lump Sum			$ 263,728.91	
	Type Code X081					
	Mill Creek Br. #7769A (Sta. 146+11.37 To Sta. 148+11.37)					
	Final Contract Payment Summary (032)	Lump Sum			242,958.16	
	Total Participating Construction				$2,624,611.95	
	AMOUNT CARRIED FORWARD					

FORM PR-20C (REV. 8-68)
FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTME TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

(PPM 30-6)

FEDERAL AID PROJECT

STATE: Oregon

COUNTY: Marion

NUMBER:

SECTION:

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Type Code Y070					
SFO	#7 Archeological Salvage (124)	All Required			$ 16,115.72	
	Conduct archeological explorations in Indian area.					
	Construction Engineering					
	State	All Required			231,413.44	
	Liquidated Damages	Lump Sum			(18,159.88)	
	Total Participating Construction Engineering				$ 213,253.56	
	Misc. Project Cost					
	EEO Monitoring Expense	All Required			356.72	
	124 $269.50					
	032 87.22					
	Total Participating Cost				$2,854,337.95	
	Nonparticipating Project Cost					
	Final Contract Payment Summary	Lump Sum			$ 7,547.37	
SFO	#6 Reimburse City of Salem for water meter (032)	All Required			200.00	
SFO	#16 Transfer cost for concrete protective slab over a city water line (124)	All Required			8,021.42	
SFO	#3 Install raised daylight reflective pavement markers (State)	All Required			3,311.56	
	124 $2,980.80					
	32 330.76					
	Construction Engineering (State)	All Required			2,559.48	
	124 $1,963.42					
	32 596.06					
SFO	#14 Payment of utility bills for signals and illumination (124)	All Required			3,182.94	
	Liquidated Damages	Lump Sum			(200.12)	
	Total Nonparticipating Project Cost				$ 24,632.65	
	Total Project Cost				$2,878,970.60	

Prepared based on Participating Costs as shown on Federal Billing as of 9/16/82.

EXISTING STOCKS OF PR-20C (REV. 8-68) WILL BE USED.

120-1064	1	F	-0028-003 APPR-010	188,472.00	95,566.90	95,466.03	88.18	[illegible]	[illegible]		
	2	HES	-0028-003 APPR-141	148,[illegible]3.00	127,588.05	127,511.97	90.00	114,760.77	114,665.62		95.15
120-1064			PREFIX TOTALS	336,535.00	223,154.95	222,978.00		198,942.72	198,723.96		218.76
120-1070	1	HES	-0059-001 APPR-141		25.09		90.00				
121-1010	1	BRS	-0120-002 APPR-118	550,636.00	693,615.83	688,736.38	80.00	550,989.10	550,636.00	353.10 B	
122-1089	1#	RRS	-0118-001 APPR-138	50,863.78	56,515.31	56,515.31	90.00	50,863.78	50,863.78		
123-1071	1	FG	-2105-004 APPR-A14	117,990.00	92,531.88	89,295.74	100.00	89,295.74	89,295.74		
123-1072	1#	FLH	-0003-022 APPR-153	881,755.84	885,365.44	881,755.84	100.00	881,755.84	881,755.84		
123-1077	1	RRS	-0174-001 APPR-138	80,749.00	65,296.92	65,188.53	90.00	58,669.68	58,669.68		
[illegible]1079	1	HES	-2105-006 APPR-141	429,093.00	478,385.19	473,465.91	90.00	426,119.32	421,899.00		4,[illegible]20.32
123-1081	1	F	-0028-007 APPR-010	39,075.00	52,313.61	42,313.61	78.15	33,068.09	33,061.89		6.20
124-1014	1	TQS	-0265-014 APPR-124	1532,898.40	1793,786.03	1786,594.87	85.80	1532,898.40	1532,898.40		

FHWA BILLING VOUCHER

PREFIX	GRP	FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC.	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
	2	U	-0265-014 APPR-032	944,954.98	1069,141.73	1067,743.08	85.80	916,123.56	916,123.56		
	3	M	-1560-003 APPR-W32	216,247.00	252,603.08	252,036.13	85.80	216,247.00	216,247.00		
124-1014			PREFIX TOTALS	2694,100.38	3115,530.84	3106,374.08		2665,268.96	2665,268.96		
124-1030	1#	TQF	-0075-003 APPR-124	120,447.79	143,124.54	140,382.04	85.80	120,447.79	120,447.79		
	2#	F	-0075-003 APPR-010	18,876.00	22,000.00	22,000.00	85.80	18,876.00	18,876.00		
124-1030			PREFIX TOTALS	139,323.79	165,124.54	162,382.04		139,323.79	139,323.79		
124-1034	1#	HHSO	-0075-002 APPR-145	300,291.42	347,727.22	333,657.13	90.00	300,291.42	300,291.42		
	2	HES	-0075-002 APPR-141	103,732.22	115,258.02	115,258.02	90.00	103,732.22	103,732.22		
124-1034			PREFIX TOTALS	404,023.64	462,985.24	443,915.15		404,023.64	404,023.64		
124-1047	1#	F	-0047-010 APPR-010	110,234.49	125,142.01	125,010.76	88.18	110,234.49	110,234.49		
124-1051	1	F	-0075-006 APPR-010	228,273.00	250,588.63	235,601.69	88.18	207,753.57	220,339.34		12,585.77CR
	8	F	-0075-006 APPR-010	14,000.00	13,713.84	13,704.59	88.18	12,084.71	12,084.72		.01CR
124-1051			PREFIX TOTALS	242,273.00	264,302.47	249,306.28		219,838.28	232,424.06		12,585.78CR
124-1054	1	F	-0075-007 APPR-010	1074,205.00	1190,574.57	1185,790.52	88.18	1045,630.08	1044,787.15		842.93
				[illegible]	[illegible]	[illegible]	88.18	5,320.26	5,313.85		6.41

25TH SE-LANCASTER DR INTCHGE CONT NO 8388 X FA PROJ NOS TQS 0265014 68 U 0265014 22 M 1560003 10

									STATE	
124	1014	201	00	P	1		139,433.35	1,598,198.91	76	82
124	1014	201	00	P	2		100,000.00CR	997,917.15	76	82
124	1014	201	00	P	3		39,433.34CR	227,757.13	77	82
124	1014	201	00	N	1		317.45CR	9,662.73	76	82
124	1014	201	00	N	2			271.83	79	79
124	1014	201	00	N	3		317.44	317.44	82	82
124	1014	202	00	N	1			2,377.19CR	79	79
124	1014	203	00	P	1		2,218.70	16,141.30CR	77	82
124	1014	203	00	P	2		21.42	2,018.58CR	77	82
124	1014	203	00	P	3		2,018.58CR	2,018.58CR	82	82
124	1014	203	00	N	1		200.12CR	200.12CR	82	82
124	1014	203	00	N	3		21.42CR	21.42CR	82	82
124	1014	210	01	P	1			9,278.75	76	77
124	1014	270	03	P	1		71.43CR		76	82
124	1014	270	03	P	2		7.51CR		76	82
124	1014	270	03	N	1		71.43	2,980.20	78	82
124	1014	270	03	N	2		7.51	330.76	78	82
124	1014	270	04	P	1		13.93	7,798.65	79	82
124	1014	270	04	P	2		13.93CR	835.06	79	82
124	1014	270	04	P	3			15.48	79	82
124	1014	270	05	P	1			1,256.25	76	79
124	1014	270	05	P	2			125.45	76	79
124	1014	270	05	P	3			78.32	77	79
124	1014	270	06	N	2		200.00	200.00	82	82
124	1014	270	06	N	3		200.00CR		77	82
124	1014	270	07	P	1		16,115.72	16,115.72	82	82
124	1014	270	08	P	1		4.36	2,878.89	78	82
124	1014	270	08	P	2		4.36CR		79	82
124	1014	270	09	P	2			859.00	79	79
124	1014	270	10	P	1			4,903.06	79	79
124	1014	270	10	P	2		544.74CR		79	82
124	1014	270	10	P	3		544.74	544.74	82	82
124	1014	270	11	P	1			8.83	78	78
124	1014	270	14	N	1		17.14CR	3,192.94	78	82
124	1014	270	17	P	1			551.95	79	79
124	1014	291	16	N	1		654.33	8,021.42CR	78	82
124	1014	295	00	N	9			30,400.00	76	76
124	1014	296	00	N	9	35,085.08CR	44,511.72CR	2,702,833.88CR	76	83
124	1014	298	00	N	9	35,085.08	44,511.72	2,665,268.96	76	83
124	1014	299	00	N	9			7,164.92	78	78
124	1014	900	00	P	1			156,612.55	76	79
124	1014	900	00	P	2			68,364.89	76	79
124	1014	900	00	P	3			24,904.31	76	79
124	1014	900	00	N	1		17.14	1,963.42	76	82
124	1014	900	00	N	2			596.06	76	78
124	1014	900	00	N	3			270.93	76	78
124	1014	904	00	P	1		16,115.72CR		81	82

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS DECEMBER 1982

FISCAL GRAND TOTAL ACTIVE YRS

	124	1014	296	00 N 9	35,086.08CR	44,511.72CR	2,702,833.8[illegible]R	76	83
	124	1014	298	00 N 9	35,086.08	44,511.72	2,665,268.96	76	83
	124	1014	299	00 N 9			7,164.92	78	78
	124	1014	900	00 P 1			156,612.55	76	79
	124	1014	900	00 P 2			68,364.89	76	79
	124	1014	900	00 P 3			24,904.31	76	79
	124	1014	900	00 N 1		17.14	1,963.42	76	82
	124	1014	900	00 N 2			596.06	76	78
	124	1014	900	00 N 3			270.93	76	78
	124	1014	904	00 P 1		16,115.72CR		81	82

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS DECEMBER 1982 PAGE 142

DESCRIPTION	PREFIX		FUNCTION	SUB F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE BEG	YRS END
	124	1014	950	00 P 1			4,854.98	76	78
	124	1014	950	00 P 2			1,570.25	76	78
	124	1014	950	00 P 3			713.93	76	78
	124	1014	960	00 P 1			8.13	78	78
	124	1014	960	00 P 2			2.64	78	78
	124	1014	960	00 P 3			1.19	78	78
	124	1014	985	00 P 1			269.50	76	78
	124	1014	985	00 P 2			87.22	76	78
	124	1014	985	00 P 3			39.61	76	78
			TOT	P1		141,598.91	1,786,594.87		
			TOT	P2		100,549.12CR	1,067,743.08		
			TOT	P3		40,907.18CR	252,036.13		
			TOT	N1		208.19	7,191.16		
			TOT	N2		207.51	1,398.65		
			TOT	N3		96.02	566.95		
			** JOB TOTALS **		**	654.33 **	3,115,530.84 **		

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St.
Zip Code 97301

Public Works Department

September 8, 1982

Mr. Phil Stearns, Federal Aid Specialist
Oregon State Highway Division, Region 2
East Salem Highway Building
2960 E. State Street
Salem, OR 97310

RE: Mission Street FAU 1560
25th Street to Airport Road Section
Contract 8388
City-State Final Cost Adjustment

Dear Mr. Stearns:

We still have not received any final cost information for this project. Your letter of January 11, 1982 indicated this would be completed in June 1982. As of this date we have not received any final cost information. We would like to assess this out to the adjoining property owners as soon as possible.

Please advise me of the status of this matter, and when we may expect to receive the final cost settlement.

Very truly yours,

DEPARTMENT OF PUBLIC WORKS

Marlin

Marlin D. Brinkley, P.E.
City Engineer

MDB:RWL:dh

cc: Ralph W. Lambert, Project Engineer

9-13-82
Diane says final voucher will go to feds next week. 1 to 2 months for us to get voucher.
G

9-14-83
Notified Phil Stearns that it will be December be for City is provided a billing.
G

8388

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER [illegible]	.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 3	2/8/82	Project Number M-1560(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 16, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 346,097.00	$ 241,208.00
Federal funds	$ 296,951.00	$ 206,956.00
Other revisions		

This modification is made for the following reasons: to reflect a reduction in length and final contract costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of February, 1982.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Assistant State Hwy. Engineer
(Title)

~~XX~~ For: H.S. Coulter

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

~~RM File~~
Gen. File

Oregon State Highway Division
Salem, Oregon January 14, 1982

Federal Aid Project
No. M-1560(3)

25th St.-Airport Road Unit
City Street in Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 104+80 to Sta. 113+00)

Final Quantities

Mobilization	(3 %)		All Required	$ 6,810.00
Temporary Protection and Direction of Traffic	(1 %)		All Required	350.00
Temporary Signs	126	Sq. Ft.	6.50	819.00
Flagmen	34.5	Hour	15.00	517.50
Clearing and Grubbing	(1 %)		All Required	60.00
Removal of Structures & Obstructions	(1 %)		All Required	80.00
Ditch Excavation	107.6	Cu. Yd.	4.00	430.40
Embankment in Place	1,372.6	Cu. Yd.	1.80	2,470.68
Trench Excavation	1,240.69	Cu. Yd.	6.00	7,444.14
Finishing Roadbed & Slopes	(7 %)		All Required	1,050.00
Furnishing and Placing Topsoil	821.2	Cu. Yd.	6.00	4,927.20
Aggregate Shoulders	1,283.735	Ton	2.75	3,530.27
Class 'B' or Class 'C' Asphalt Concrete Mixture	5,841.18	Ton	8.50	49,650.03
Class 'C' Modified Asphalt Concrete Mixture	465.32	Ton	9.50	4,420.54
Portland Cement Additive in Class 'C' Modified Mixture	4.93	Ton	60.00	295.80
Asphalt in Tack Coat	27.09	Ton	125.00	3,386.25
8-inch Sewer Pipe	25	Lin. Ft.	4.50	112.50
12-inch Sewer Pipe	267	Lin. Ft.	7.50	2,002.50
66-inch Sewer Pipe	433	Lin. Ft.	90.00	38,970.00
Extra for Pipe Under Pavement	123	Lin. Ft.	15.00	1,845.00
Bedding Material	261.66	Cu. Yd.	8.00	2,093.28
Special Manholes	1	Only	3,000.00	3,000.00
Concrete Inlets, Type 2	8	Only	300.00	2,400.00
Concrete Walks	878	Sq. Yd.	7.00	6,146.00
Concrete Curbs	85.92	Cu. Yd.	80.00	6,873.60

Extra for Asphalt Approaches	1	Only	150.00	150.00
Paved Culvert End Slopes	23	Sq. Ft.	4.50	103.50
Signing				
Removal of Existing Sign Installations	(7 %)		All Required	140.00
Sign Support Footings	(5 %)		All Required	1,200.00
Breakaway Sign Posts	(7 %)		All Required	1,330.00
Single Sign Supports	(11 %)		All Required	1,705.00
Type 'A' and 'B' Signs in Place	91.1	Sq. Ft.	11.00	1,002.10
Illumination				
Pole Foundations	(4 %)		All Required	556.24
Roadway Lighting Poles & Bracket Arms	(4 %)		All Required	2,583.00
Luminaires and Ballasts	(10 %)		All Required	801.20
Switching, Conduit, Wiring, Lamps, etc.	(17 %)		All Required	15,826.49
Landscaping				
Furnishing and Planting Trees	56	Only	19.18	1,074.08
Furnishing and Planting Shrubs	305	Only	5.82	1,775.10
Furnishing and Planting Vines	11,562	Only	0.43	4,971.66
Soil Conditioner	211.2	Cu. Yd.	7.40	1,562.88
Bark Mulch	31.5	Units	44.30	1,395.45
Irrigation System			All Required	3,404.00
P.A. 4 AR 4000 Asphalt with Additive in Mixture	14.11	Ton	76.00	1,072.36
P.A. 4 AR 8000 Asphalt with Additive in Mixture	380.82	Ton	73.00	27,799.86
P.A. 14 Deduction for Undersize Magnolia Kobus	13	Only	1.25	(16.25)
P.A. 18 Delete 1st Fertilizer Application on Vines		Lump Sum		(550.00)
P.A. 26 Deduction for Reduced Size of Trees	3	Only	2.75	(8.25)
Price Reduction Non-Spec. Class 'C' Asphalt Concrete		Lump Sum		(75.38)

EWO 12 Pump Grant under Catch Basins	(50 %)	All Required	2,149.09
SFO 4 Stage Construction Striping		All Required	15.48
SFO 5 Furnish Signs for Traffic Control		All Required	78.32
SFO 9 2nd Yr. Establishment Work by City Forces		All Required	859.00
SFO 10 Permanent Striping		All Required	544.74
	SUBTOTAL		$ 221,134.36
	Engineering		22,113.64
	Liquidated Damages		(2,040.00)
	TOTAL		$ 241,208.00

Length of Roadway ------------ 0.155 mile
Cost of Roadway Per Mile -----$1,556,180.65

Federal Funds (85.8%)---------$ 206,956.00
State Funds ------------------- 17,126.00
City Funds ------------------- 17,126.00
TOTAL $ 241,208.00

8566

STATE COPY

45

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO. 8-99	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT** 6-16-76	State **Oregon** County **Marion** Project No. **M-1560(3)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City St., Jct. SR 22, W. 0.23 mi. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-3-76	0.231
OTHER *(Specify)*		

FUNDS Pro Rata 78.19%

ESTIMATED TOTAL COST OF PROJECT $ 304,785	FEDERAL FUNDS $ 238,311

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By E S Hunter

Assistant State Highway Engineer
(Title)

By ____________________
(Title)

By ____________________
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: G. L. Green

Date executed by Division Administrator AUG 16 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Oregon State Highway Division
Salem, Oregon, August 6, 1976

Federal-aid Project
No. M-1560(3)

25TH ST.-AIRPORT ROAD UNIT
CITY STREET (SALEM)
MARION COUNTY

Project Agreement Estimate

Type Code 6203
Roadway (Sta. 104+80 to Sta. 117+00)

Mobilization	All	Required (5%)		$ 11,350.00
Temporary Protection and Direction of Traffic	All	Required (1%)		350.00
Temporary Signs	155	sq.ft.	6.50	1,007.50
Temporary Barricades	2	only	80.00	160.00
Flagmen	160	hour	15.00	2,400.00
Clearing and Grubbing	All	Required (2%)		120.00
Removal of Structures and Obstructions	All	Required (2%)		160.00
Ditch Excavation	75	cu.yd.	4.00	300.00
Embankment in Place	1,300	cu.yd.	1.80	2,340.00
Trench Excavation	2,005	cu.yd.	6.00	12,030.00
Finishing Roadbed and Slopes	All	Required (10%)		1,500.00
Furnishing and Placing Topsoil	175	cu.yd.	6.00	1,050.00
Watering	30	M-gals.	5.00	150.00
Aggregate Shoulders	300	tons	2.75	825.00
Class "B" or Class "C" Asphalt Concrete Mixture	6,000	tons	8.50	51,000.00
Class "C" Modified Asphalt Concrete Mixture	1,140	ton	9.50	10,830.00
Asphalt Cement in Mixture	470	tons	70.00	32,900.00
Portland Cement Additive in Class "C" Modified Mixture	11	ton	60.00	660.00
Asphalt in Tack Coat	3	ton	125.00	375.00
18-inch Culvert Pipe	44	lin.ft.	6.50	286.00
8-inch Sewer Pipe	18	lin.ft.	4.50	81.00
12-inch Sewer Pipe	386	lin.ft.	7.50	2,895.00
60-inch Sewer Pipe	94	lin.ft.	90.00	8,460.00
66-inch Sewer Pipe	430	lin.ft.	90.00	38,700.00
Extra for Pipe Under Pavement	28	lin.ft.	15.00	420.00
Bedding Material	338	cu.yd.	8.00	2,704.00
Special Manholes	2	only	3,000.00	6,000.00
Concrete Inlets, Type 2	8	only	300.00	2,400.00
Concrete Walks	720	sq.yd.	7.00	5,040.00
Concrete Curbs	125	cu.yd.	80.00	10,000.00
Extra for Asphalt Approaches	1	only	150.00	150.00
Reinstall Paved End Slopes	All	Required		1,000.00

Loose Riprap, Class 100	10 cu.yd.	20.00	200.00
Roadside Seeding and Mulching	1 acre	430.00	430.00
Signing			
Removal of Existing Sign Installations	All Required (7%)		140.00
Wood Sign Posts	All Required (4%)		160.00
Sign Support Footings	All Required (7%)		1,680.00
Breakaway Sign Posts	All Required (11%)		2,090.00
Single Sign Support	All Required (11%)		1,705.00
Type "A" and "B" Signs in Place	200 sq.ft.	11.00	2,200.00
Type "C", "D" and "R" Signs in Place	5 sq.ft.	6.00	30.00
Type "EE" Signs in Place	7 sq.ft.	8.00	56.00
Illumination			
Pole Foundations	All Required (11%)		1,529.66
Roadway Lighting Poles and Bracket Arms	All Required (11%)		7,103.25
Luminaires and Ballasts	All Required (16%)		1,281.92
Switching, Conduit, Wiring, Lamps, etc.	All Required (23%)		21,412.31
Landscaping			
Furnishing and Planting Trees	54 only	19.18	1,035.72
Furnishing and Planting Shrubs	1,375 only	5.82	8,002.50
Furnishing and Planting Vines	17,000 only	0.43	7,310.00
Soil Conditioner	565 cu.yd.	7.40	4,181.00
Bark Mulch	76 unit	44.30	3,366.80
Irrigation System	All Required		3,404.00
			$274,961.66
Anticipated Items			
Permanent Pavement Striping	All Required (10%)		$ 400.00
Stage Construction Striping	All Required (10%)		400.00
Temporary Erosion Control	All Required (10%)		500.00
On-the-Job Trainee (3 at $800)	All Required (34%)		816.00
			$ 2,116.00
	Subtotal		277,077.66
	Engineering		27,707.34
	Total		$304,785.00

Length of Roadway - - - 0.231 Mile
Cost of Roadway Per Mi. $1,319,415.58

Retained in Program Status
(Not included in totals below.)

Embankment Foundation Excavation	All Required (20%)	$ 400.00
Prune Existing Trees (S.F.)	All Required	500.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	Other Funds
Roadway	$304,785.00	$238,311.00	$33,237.00	$ 33,237.00

Group 2 - 10%

Contract No. 8388

Prefix No. 124-1014

#8387 [illegible]

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. M-1560(3)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Marion

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. M-61

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/26/82

8. FEDERAL ROUTE NUMBER FAU 1560

9. STATE ROUTE NUMBER City Street

10. GENERAL LOCATION:

25th Street SE - Airport Road (Salem) Section

11. GENERAL DESCRIPTION OF WORK

Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 1/14/82 I approve the program change as follows:

1) Length of project: change to 0.155

Based on the documentation submitted by the above letter it is understood that this change shall reflect in the total cost of the project.

RECEIVED
STATE HWY ENGR
FEB 5 '82
REFER TO
[illegible]
FOR

Orig

14. DATE 1/26/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1210
(Rev. 12-78)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
PRO 6-2

January 14, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Minor Program Change
Project No. M-1560(3)
25th St. S.E.-Airport Rd. (Salem) Sec.
Marion County

I request your approval of a minor program change on the subject project to reflect a reduction in length of 400 feet which will require a change in project length to read 0.155 mile.

The enclosed correspondence indicates that the project application submitted by the City excluded the 400 feet west of Airport Road intersection as their understanding was that this portion was to be included in the Airport Road-Lancaster Drive project. The Region 2 Office has reviewed data on the project and agrees with the City. Due to an oversight on the part of the State when the program was submitted and contract plans prepared this portion of the connection was shown as part of the urban system project and the error was likewise overlooked by the City in reviewing the preliminary plans. The City has subsequently become aware of the error and has requested a correction be made so a final cost accounting can be made.

Enclosed are copies of a revised project agreement estimate and modification of project agreement on the subject project which reflects the reduction in estimated total cost and federal funds resulting from the program change.

Form 734-3122

Sufficient funds are available and under project agreement on Project US-TQS-265(14) to cover the additional costs deleted from project M-1560(3) so no modification of project agreement to increase the total cost or federal funds on this project is required.

CL:bkc
Enc.

cc: R. Hacek
C.O. Fredrickson (Region 2)
G. Zehner

Oregon State Highway Division
Salem, Oregon January 14, 1982

Federal Aid Project
No. M-1560(3)

25th St.-Airport Road Unit
City Street in Marion County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code 6203
Roadway (Sta. 104+80 to Sta. 113+00)

Final Quantities

Mobilization	(3 %)		All Required	$ 6,810.00
Temporary Protection and Direction of Traffic	(1 %)		All Required	350.00
Temporary Signs	126	Sq. Ft.	6.50	819.00
Flagmen	34.5	Hour	15.00	517.50
Clearing and Grubbing	(1 %)		All Required	60.00
Removal of Structures & Obstructions	(1 %)		All Required	80.00
Ditch Excavation	107.6	Cu. Yd.	4.00	430.40
Embankment in Place	1,372.6	Cu. Yd.	1.80	2,470.68
Trench Excavation	1,240.69	Cu. Yd.	6.00	7,444.14
Finishing Roadbed & Slopes	(7 %)		All Required	1,050.00
Furnishing and Placing Topsoil	821.2	Cu. Yd.	6.00	4,927.20
Aggregate Shoulders	1,283.735	Ton	2.75	3,530.27
Class 'B' or Class 'C' Asphalt Concrete Mixture	5,841.18	Ton	8.50	49,650.03
Class 'C' Modified Asphalt Concrete Mixture	465.32	Ton	9.50	4,420.54
Portland Cement Additive in Class 'C' Modified Mixture	4.93	Ton	60.00	295.80
Asphalt in Tack Coat	27.09	Ton	125.00	3,386.25
8-inch Sewer Pipe	25	Lin. Ft.	4.50	112.50
12-inch Sewer Pipe	267	Lin. Ft.	7.50	2,002.50
66-inch Sewer Pipe	433	Lin. Ft.	90.00	38,970.00
Extra for Pipe Under Pavement	123	Lin. Ft.	15.00	1,845.00
Bedding Material	261.66	Cu. Yd.	8.00	2,093.28
Special Manholes	1	Only	3,000.00	3,000.00
Concrete Inlets, Type 2	8	Only	300.00	2,400.00
Concrete Walks	878	Sq. Yd.	7.00	6,146.00
Concrete Curbs	85.92	Cu. Yd.	80.00	6,873.60

Extra for Asphalt Approaches	1	Only	150.00	150.00
Paved Culvert End Slopes	23	Sq. Ft.	4.50	103.50

Signing

Removal of Existing Sign Installations	(7 %)		All Required	140.00
Sign Support Footings	(5 %)		All Required	1,200.00
Breakaway Sign Posts	(7 %)		All Required	1,330.00
Single Sign Supports	(11 %)		All Required	1,705.00
Type 'A' and 'B' Signs in Place	91.1	Sq. Ft.	11.00	1,002.10

Illumination

Pole Foundations	(4 %)		All Required	556.24
Roadway Lighting Poles & Bracket Arms	(4 %)		All Required	2,583.00
Luminaires and Ballasts	(10 %)		All Required	801.20
Switching, Conduit, Wiring, Lamps, etc.	(17 %)		All Required	15,826.49

Landscaping

Furnishing and Planting Trees	56	Only	19.18	1,074.08
Furnishing and Planting Shrubs	305	Only	5.82	1,775.10
Furnishing and Planting Vines	11,562	Only	0.43	4,971.66
Soil Conditioner	211.2	Cu. Yd.	7.40	1,562.88
Bark Mulch	31.5	Units	44.30	1,395.45
Irrigation System			All Required	3,404.00
P.A. 4 AR 4000 Asphalt with Additive in Mixture	14.11	Ton	76.00	1,072.36
P.A. 4 AR 8000 Asphalt with Additive in Mixture	380.82	Ton	73.00	27,799.86
P.A. 14 Deduction for Undersize Magnolia Kobus	13	Only	1.25	(16.25)
P.A. 18 Delete 1st Fertilizer Application on Vines		Lump Sum		(550.00)
P.A. 26 Deduction for Reduced Size of Trees	3	Only	2.75	(8.25)
Price Reduction Non-Spec. Class 'C' Asphalt Concrete		Lump Sum		(75.38)

EWO 12 Pump Grant under Catch Basins	(50 %)	All Required	2,149.09
SFO 4 Stage Construction Striping		All Required	15.48
SFO 5 Furnish Signs for Traffic Control		All Required	78.32
SFO 9 2nd Yr. Establishment Work by City Forces		All Required	859.00
SFO 10 Permanent Striping		All Required	544.74
	SUBTOTAL		$ 221,134.36
	Engineering		22,113.64
	Liquidated Damages		(2,040.00)
	TOTAL		$ 241,208.00

Length of Roadway ------------ 0.155 mile
Cost of Roadway Per Mile -----$1,556,180.65

Federal Funds (85.8%)---------	$ 206,956.00
State Funds ------------------	17,126.00
City Funds -------------------	17,126.00
TOTAL	$ 241,208.00

January 11, 1982

Marlin Brinkley P.E.
City Engineer
Room 325 City Hall
555 Liberty St. SE
Salem, OR 97301

25th St.-Airport Rd. Section
Mission St. FAU 1560

I've researched the status of final reconciliation on subject project as a result of your letter dated December 28, 1981.

It seems there was some fund juggling necessary in order to finance the project. This took an in-ordinate amount of time and has been accomplished.

The breakdown of costs to establish FAU charges is now estimated for completion in June this year. You may expect to receive the final cost at that time.

This office and the Local Program Unit have initiated "bring up" notices monthly in order to keep attention focused on completion in June.

Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

rgb

8-9-82
Acctng has not sent
Final Voucher
Jan says 1 month
for final voucher.
Relayed to Stearns.

8388

PHONE: 472-4155
AREA CODE 503

J. C. COMPTON COMPANY

Highway Construction *General Contractor's*

P. O. BOX 86
McMINNVILLE, OREGON 97128

August 28, 1979

State Highway Engineer
Oregon State Highway Division
State Highway Building
Salem, OR 97310

Re: Estimate Post-Final #18
Contract #8388
25th Street SE-Lancaster

Dear Sir:

Enclosed is the signed contract voucher in the amount of $165.00.

Included is our check in the amount of $2,128.48 to cover your invoice #126391.

We have previously questioned the 68-day liquidated damages and still consider this a claim for possible adjustment.

Sincerely,

J. C. COMPTON COMPANY

By
Emerson B. Page

EBP:lj

Enclosures

CC: C. W. Head✓
C. T. Keasey

AUG 31 1979 CE

NOTED
C W HEAD

2385

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 7-50 + 7-51
PROJECT REPORT NUMBER 3
MODIFICATION NUMBER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

6-29-79

orm Approved; O M B No. 04-R2089

State: Oregon

County: Marion

Project Number: US-TQS-265(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 16, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,922,115.00	$ 2,922,115.00
Federal funds	2,083,250.00 TQ $ 423,924.00 U	1,504,547.65 124 $ 1,002,626.35 032
Other revisions		

This modification is made for the following reasons:

To increase federal funds in Appn. Code 032 to utilize balance of funds subject to lapse and decrease Appn. Code 124 funds by a like amount.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29th day of June, 1979.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Asst. State Highway Engineer
(Title)

XX For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-76)

Previous editions are obsolete

GPO 927 494

Oregon State Highway Division
Salem, Oregon June 27, 1979

Federal Aid Project
No. US-TQS-265(14)

Airport Road - Lancaster Drive Interchange Unit
N. Santiam Highway in Marion County

Revised Project Agreement Estimate

Type Code 6203
Roadway (Sta 117+00 to Sta 189+50)

Total same as previous estimate of May 15, 1978	$ 2,379,943.00
Total for structures same as previous estimate of August 5, 1976 & May 15, 1978	$ 542,172.00

Length of Roadway - - - - - - - - - -	1.299 miles
Length of Structures (2)- - - - - -	0.074 miles
TOTAL	1.373 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (TQS funds)	$ 1,753,552.15	$ 1,504,547.65	$ 249,004.50
Roadway (Urban Ext)	626,390.85	537,443.35	88,947.50
Structures (Urban Ext)	542,172.00	465,183.00	76,989.00
TOTAL	$ 2,922,115.00	$ 2,507,174.00	$ 414,941.00

CL:fkc

8378

STATE COPY 9

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 6-14	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	n Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Marion
MODIFICATION NUMBER 2		Project Number US-TQS-265(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 16, 19 76, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,774,883.00	$ 2,922,115.00
	1,956,925 TQS	2,083,250 TQS
Federal funds	$ 423,924 U	$ 423,924 U
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities, and increase in engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 30th day of May, 19 78.

Oregon State Highway Division
(Official name of Highway Agency)

By E S Hunter

Technical Services Engineer
(Title)

By H S Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For G. L. Green

86717

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon

Federal Aid Project
No. US-TQS-265(14)

AIRPORT ROAD-LANCASTER DRIVE INTCHGE, UNIT
NORTH SANTIAM HIGHWAY, MARION COUNTY

Revised Project Agreement Estimate

Type Code 6203
Roadway (Sta. 117+00 to Sta. 189+50)

Sub-Total on Previous Estimate February 14, 1977			$2,029,737.84
Previous Estimate			
Moving Temporary Concrete Barrier	925 lin.ft.	3.00	$ 2,775.00
Flagman	2,975 hour	15.00	44,625.00
Furnishing & Placing Top Soil	10,275 cu.yd.	6.00	61,650.00
Aggregate Shoulders	8,600 ton	2.75	23,650.00
Class "C" Mod. Asphalt Concrete Mixture	7,860 ton	9.50	74,670.00
Asphalt in Tack Coat	24 ton	125.00	3,000.00
18" Arch Type Pipe	40 lin.ft.	9.50	380.00
8" Sewer Pipe	666 lin.ft.	4.50	2,997.00
Guardrail Type 2A	3,338 lin.ft.	7.50	25,035.00
Roadside Seeding & Mulching	8 acres	430.00	3,440.00
			$ 242,222.00
Revised Estimate			
Moving Temporary Concrete Barrier	1,678 lin.ft.	3.00	$ 5,034.00
Flagman	3,325.5 hour	15.00	49,882.50
Furnishing & Placing Top Soil	11,599.7 cu.yd.	6.00	69,598.20
Aggregate Shoulders	9,102.57 tons	2.75	25,032.07
Class "C" Mod. Asphalt Concrete Mixture	8,040.86 tons	9.50	76,388.17
Asphalt in Tack Coat	98.71 tons	125.00	12,338.75
18" Arch Type Pipe	129 lin.ft.	9.50	1,225.50
8" Sewer Pipe	987 lin.ft.	4.50	4,441.50
Guardrail Type 2A	4,236 lin.ft.	7.50	31,770.00
Roadside Seeding & Mulching	14.65 acres	430.00	6,299.50
			$ 282,010.19
	Increase		$ 39,778.19
	Sub-Total		$2,069,516.03
	Engineering		308,176.97
	Engineering (Signal Controller Testing)		2,250.00
	Total		$2,379,943.00

Structures same as previous estimate of August 5, 1976	$ 542,172.00

Length of Roadway................1.299 Miles
Length of Structures (2).........0.074 Miles
Total.......................1.373 Miles

Cost of Roadway Per Mile.........$1,834,518.80

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway (TQS Funds)	$2,379,943.00	$2,041,991.00	$ 337,952.00
Structures (TQS Funds)	48,088.00	41,259.00	6,829.00
Structures (Urban Ext.)	494,084.00	423,924.00	70,160.00
Total	$2,922,115.00	$2,507,174.00	$ 414,941.00

STATE COPY

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER [illegible]	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	rm Approved; O M B No. 04-R2089
PROJECT REPORT NUMBER		State Oregon
	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 2-17-77	County Marion
MODIFICATION NUMBER 1		Project Number US-TQS-265(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on August 16, 1976, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,670,507	$ 2,774,883
Federal funds	1,664,145 TQS $ 423,924-U	1,956,925 TQS $ 423,924-U
Other revisions		

This modification is made for the following reasons:
To include increase in bid item quantities, additional approved items of work and increase federal aid pro rata to 85.80%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February, 1977.

OREGON STATE HIGHWAY DIVISION *(Official name of Highway Agency)*	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
By Ed Hunter	By *(Division Administrator)*
Deputy State Highway Engineer *(Title)*	For: G. L. Green
By ____________________	
____________________ *(Title)*	
By ____________________	
____________________ *(Title)*	

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

M217

Oregon State Highway Division
Salem, Oregon, February 14, 1977

Federal Aid Project
No. US-TQS-265(14)

Airport Road - Lancaster Dr. Interch., Unit
North Santiam Hwy. In Marion County

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 117+00 to Sta. 189+50)

Subtotal on previous Estimate of August 5, 1976. $1,934,850.84

Previous Estimate

Flagmen	2,340	Hour	15.00	35,100.00
Ditch Excavation	3,205	Cu.Yd.	4.00	12,820.00
Embankment in Place	117,250	Cu.Yd.	1.80	211,050.00
Furnishing and Placing Topsoil	5,825	Cu.Yd.	6.00	34,950.00
Asphalt Cement In Mixture	3,780	Ton	70.00	264,600.00
48-Inch Culvert Pipe	172	Lin.Ft.	50.00	8,600.00
				$ 567,120.00

Revised Estimate

Flagmen	2,975	Hour	15.00	44,625.00
Ditch Excavation	8,750	Cu.Yd.	4.00	35,000.00
Embankment In Place	120,000	Cu.Yd.	1.80	216,000.00
Furnishing and Placing Topsoil	10,275	Cu.Yd.	6.00	61,650.00
Asphalt Cement In Mixture	Delete by PA #4			-
48-Inch Culvert Pipe	231	Lin.Ft.	52.00	12,012.00
PA 2 Furnish Soil Blanket	2,320	Cu.Yd.	4.00	9,280.00
PA 4 AR 4000 Asphalt with Additive In Mixture	815	Ton	76.00	61,940.00
PA 4 AR 8000 Asphalt with Additive In Mixture	3,000	Ton	73.00	219,000.00
EWO 3 Clean Mill Cr. Channel	All Required			2,500.00
				$ 662,007.00
	Increase			94,887.00
	Subtotal			$2,029,737.84
	Engineering			200,723.16
	Engineering (Signal Controller Testing)			2,250.00
	TOTAL			$2,232,711.00

Structures same as previous estimate of August 5, 1976 $ 542,172.00

Length of Roadway	1.299 miles
Length of Structures(2)	0.074 mile
TOTAL	1.373 miles

Cost of Roadway Per Mile $1,718,792.15

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway (TQS Funds)	$2,232,711.00	$1,915,666.00	$317,045.00
Structures (TQS Funds)	48,088.00	41,259.00	6,829.00
Structures (Urban Ext.)	494,084.00	423,924.00	70,160.00
TOTAL	$2,774,883.00	$2,380,849.00	$394,034.00

Group 1-68% (TQS Funds) Group 2-22% (Urban)

Contract No. 8388

Prefix 124-1014

Pro Rata 85.80%

6287. 45

Form Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NO. 8-87

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

6-16-76

State **Oregon**
County **Marion**
Project No. **US-TQS-265(14)**

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI
SR 22, Airport Rd., E. 1.37 mi. (Salem)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	12-29-75	1.373
RIGHTS-OF-WAY		
CONSTRUCTION	6-3-76	1.373
OTHER *(Specify)*		

FUNDS Pro Rata 78.19

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 2,670,507	$ 2,088,069

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By ES Hunter
Assistant State Highway Engineer
(Title)
By
(Title)
By
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Date executed by Division Administrator AUG 16 1976

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon, August 5, 1976

Federal-aid Project
No. US-TQS-265(14)

Airport Road-Lancaster Dr. Intchge., Unit
North Santiam Highway
Marion County

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 117+00 to Sta. 189+50)

Mobilization	All Required (95%)		$ 215,650.00
Temporary Protection and Direction of Traffic	All Required (99%)		34,650.00
Temporary Signs	645 sq.ft.	6.50	4,192.50
Temporary Concrete Barrier (Reflectorized)	1,575 lin.ft.	6.00	9,450.00
Moving Temporary Concrete Barrier	925 lin.ft.	3.00	2,775.00
Temporary Traffic Signal Installation	All Required		10,028.00
Temporary Barricades	2 only	80.00	160.00
Temporary Illumination	All Required		15,752.00
Flagmen	2,340 hours	15.00	35,100.00
Clearing and Grubbing	All Required (98%)		5,880.00
Removal of Structures and Obstructions	All Required (98%)		7,840.00
Ditch Excavation	3,205 cu.yds.	4.00	12,820.00
Embankment in Place	117,250 cu.yds.	1.80	211,050.00
Trench Excavation	1,045 cu.yds.	6.00	6,270.00
Finishing Roadbed and Slopes	All Required (90%)		13,500.00
Furnishing and Placing Topsoil	5,825 cu.yds.	6.00	34,950.00
Watering	1,300 M-gals.	5.00	6,500.00
Aggregate Shoulders	8,600 tons	2.75	23,650.00
Class "B" or Class "C" Asphalt Concrete Mixture	49,500 tons	8.50	420,750.00
Class "C" Modified Asphalt Concrete Mixture	7,860 tons	9.50	74,670.00
Asphalt Cement in Mixture	3,780 tons	70.00	264,600.00
Portland Cement Additive in Class "C" Modified Mixture	79 tons	60.00	4,740.00
Asphalt in Tack Coat	24 tons	125.00	3,000.00
12-inch Culvert Pipe	62 lin.ft.	5.50	341.00
24-inch Culvert Pipe	86 lin.ft.	20.00	1,720.00
30-inch Culvert Pipe	54 lin.ft.	22.00	1,188.00
48-inch Culvert Pipe	172 lin.ft.	50.00	8,600.00
18-inch Arch Type Pipe	40 lin.ft.	15.00	600.00

48-inch Arch Type Pipe	124 lin.ft.	40.00	4,960.00
8-inch Sewer Pipe	666 lin.ft.	4.50	2,997.00
12-inch Sewer Pipe	212 lin.ft.	7.50	1,590.00
18-inch Sewer Pipe	76 lin.ft.	15.00	1,140.00
24-inch Sewer Pipe	492 lin.ft.	26.00	12,792.00
Extra for Pipe Under Pavement	212 lin.ft.	15.00	3,180.00
Bedding Material	172 cu.yds.	8.00	1,376.00
Concrete Manhole	1 only	800.00	800.00
Concrete Inlets, Type G-1	14 only	200.00	2,800.00
Concrete Inlets, Type G-2	3 only	300.00	900.00
Concrete Inlets, Type G-2MA	2 only	500.00	1,000.00
Concrete Inlets, Type ME	2 only	650.00	1,300.00
Concrete Inlets, Type MO	1 only	650.00	650.00
Guard Rail, Type 2A	3,338 lin.ft.	7.50	25,035.00
Guard Rail, Type 2A Modified	100 lin.ft.	12.00	1,200.00
Guard Rail, Type 3	125 lin.ft.	16.00	2,000.00
Metal Median Barrier Connection	130 lin.ft.	16.00	2,080.00
Guard Rail Anchors, Type 1	10 only	220.00	2,200.00
Guard Rail Anchors, Type 2	5 only	180.00	900.00
Extra for Guard Rail Bridge Connections	5 only	220.00	1,100.00
Rail End Pieces, Type A	6 only	50.00	300.00
Rail End Pieces, Type C	10 only	220.00	2,200.00
Rail End Pieces, Type C Modified	1 only	250.00	250.00
Type 2 Fence	1,300 lin.ft.	1.80	2,340.00
Concrete Islands	60 cu.yds.	100.00	6,000.00
Extra for Asphalt Walks	120 cu.yds.	6.00	720.00
Extra for Asphalt Approaches	3 only	150.00	450.00
Extra for Asphalt Gutter Outlets	1 only	150.00	150.00
Concrete Barrier, Standard	450 lin.ft.	14.00	6,300.00
Concrete Barrier, Nonstandard	500 lin.ft.	18.50	9,250.00
Paved Culvert End Slopes	584 sq.ft.	4.50	2,628.00
Drainage Curbs	2,550 lin.ft.	1.50	3,825.00
Loose Riprap, Class 100	150 cu.yds.	20.00	3,000.00
Filter Blanket	55 cu.yds.	12.00	660.00
Delineators	165 only	16.00	2,640.00
Roadside Seeding and Mulching	8 acres	430.00	3,440.00

Signing

Removal of Existing Sign Installations	All Required (93%)	1,860.00
Wood Sign Posts	All Required (96%)	3,840.00
Sign Support Footings	All Required (93%)	22,320.00
Breakaway Sign Posts	All Required (89%)	16,910.00
Single Sign Supports	All Required (89%)	13,795.00
Cantilever Sign Structure, Sta. 162+50	All Required	7,000.00
Cantilever Sign Structure, Sta. 176+00	All Required	9,500.00

Structure Mounts	All Required		6,000.00
Type "A" and "B" Signs in Place	2,269 sq.ft.	11.00	24,959.00
Type "C", "D", & "R" Signs in Place	302 sq.ft.	6.00	1,812.00
Type "M" Signs in Place	70 sq.ft.	7.00	490.00
Type "EE" Signs in Place	144 sq.ft.	8.00	1,152.00
Type "H" and "I" Signs in Place	128 sq.ft.	8.00	1,024.00
Type "V" Signs in Place	72 sq.ft.	8.00	576.00
Sign Illumination Equipment	All Required		5,000.00
Move and Reinstall Existing Signs	All Required		5,000.00

Illumination

Removal of Existing Illumination Installation	All Required		2,013.00
Pole Foundations	All Required (89%)		12,376.34
Roadway Lighting Poles and Bracket Arms	All Required (89%)		57,471.75
Luminaires and Ballasts	All Required (84%)		6,730.08
Switching, Conduit, Wiring, Lamps, Etc.	All Required (77%)		71,684.69

Traffic Signals

Traffic Signal Installation, Complete	All Required		94,391.00

Landscaping

Furnishing and Planting Trees	86 only	19.18	1,649.48
Furnishing and Planting Shrubs	1,485 only	5.82	8,642.70
Soil Conditioner	85 cu.yds.	7.40	629.00
Bark Mulch	11 units	44.30	487.30
			$1,921,892.84

Anticipated Items

Permanent Pavement Striping	All Required (90%)	$ 3,600.00
Stage Construction Striping	All Required (90%)	3,600.00
Temporary Erosion Control	All Required (90%)	4,500.00
On-the-Job Trainees (3 @ $800)	All Required (66%)	1,584.00
Salvage Luminaires and Poles	All Required	(166.00)
Salvage Impact Attenuators	All Required	(160.00)
		$ 12,958.00

Subtotal	$1,934,850.84
Engineering	191,234.16
Engineering (Signal Controller Testing)	2,250.00
Total	$2,128,335.00

Type Code X280
Pacific Hwy. O'xing Br. #7749A (Sta. 160+03.39 to Sta. 161+93.39)

Bridge Removal Work	All	Required		$ 5,500.00
Shoring, Cribbing, Etc.	All	Required		37,000.00
Structure Excavation	770	cu.yds.	5.00	3,850.00
Structure Excavation Below Elevation Shown	70	cu.yds.	10.00	700.00
Furnish Pile Driving Equipment	All	Required		5,000.00
Furnish HP 10x42 Steel Piling	820	lin.ft.	13.25	10,865.00
Drive Steel Piles	820	lin.ft.	3.00	2,460.00
Structure Concrete (320 cu.yds.)	All	Required		53,000.00
4'x40'/45' Prestressed Slabs	28	only	1,200.00	33,600.00
4'x50'/55' Prestressed Slabs	28	only	1,800.00	50,400.00
Reinforcement (59,300 lbs.)	All	Required		14,000.00
Reinforced Concrete Bridge End Panels	306	sq.yds.	35.00	10,710.00
Concrete Slope Paving	460	sq.yds.	10.00	4,600.00
Slope Paving Curbs	90	lin.ft.	10.00	900.00
Surface Finish Existing Bridge	All	Required		6,000.00
1-1/2-inch Electrical Conduit	240	lin.ft.	2.85	684.00
2-inch Electrical Conduit	240	lin.ft.	3.80	912.00
Membrane Waterproofing	1,800	sq.yds.	6.00	10,800.00
				$ 250,981.00

Type Code X081
Mill Creek Br. #7769A (Sta. 146+11.37 to Sta. 148+11.37)

Bridge Removal Work	All	Required		$ 5,000.00
Shoring, Cribbing, Etc.	All	Required		15,000.00
Structure Excavation	190	cu.yds.	5.00	950.00
Structure Excavation Below Elevation Shown	20	cu.yds.	10.00	200.00
Furnish Pile Driving Equipment	All	Required		5,000.00
Furnish HP 10x42 Steel Piling	530	lin.ft.	13.25	7,022.50
Furnish HP 12x53 Steel Piling	715	lin.ft.	13.50	9,652.50
Drive Steel Piles	1,113	lin.ft.	3.00	3,339.00
Structural Concrete, Class 3300 (215 cu.yds.)	All	Required		46,000.00
Structural Concrete, Class 4000 (250 cu.yds.)	All	Required		39,591.00
60'/65' Type 2 Prestressed Beams	10	only	1,900.00	19,000.00
65'/70' Type 2 Prestressed Beams	20	only	2,000.00	40,000.00
Reinforcement (100,100 lbs.)	All	Required		23,000.00
Reinforced Concrete Bridge End Panels	256	sq.ft.	35.00	8,960.00
Surface Finish Existing Bridge	All	Required		6,000.00
1-1/2-inch Electrical Conduit	240	lin.ft.	3.65	876.00

2-inch Electrical Conduit	240 lin.ft.	4.55	1,092.00
Membrane Watering	1,870 sq.yds.	6.00	11,220.00
			$ 241,903.00
	Subtotal		$ 492,884.00
	Engineering		49,288.00
	Total		$ 542,172.00

Length of Roadway	1.299
Length of Structures (2).	0.074
Total	1.373 Miles
Cost of Roadway Per Mile . . .	$1,640,173.21

Retained in Program Status
(Not included in totals below)

Embankment Foundation Excavation	All Required (80%)	$ 1,600.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$2,128,335.00	$1,664,145.00	$ 464,190.00
Structures	542,172.00	423,924.00	118,248.00
Total	$2,670,507.00	$2,088,069.00	$ 582,438.00

Group 1 90%

Contract No. 8388

Prefix No. 124-1014

Airport Road-Lancaster Dr. Intchge. Unit
Nonparticipating - State Work

Trench Excavation	140 cu.yds.	6.00	$ 840.00
Concrete Protective Slab	278 sq.yds.	25.00	6,950.00
State Responsibility for Damages	All Required		2,000.00

☆U.S. GOVERNMENT PRINTING OFFICE: 19 - 32-028

STATE COPY

cc: State (H. S. Coulter)

U.S. DE TMENT OF TRANSPORTATION
FEDE HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 2	COUNTY Marion	DIVISION Oregon
DATE OF REPORT 6-22-79	REPORT MADE BY W. H. Kappus, Area Engineer		PROJECT NO. M-1560(3) & US-265(14)
COMPLETION DATE 12-22-77	ACCEPTANCE DATE BY CONTRACT AGENCY 11-20-78	TIME ELAPSED 68 days overrun %	CONTRACT TIME Specified Date 10-15-77
APPROVED EXTENSIONS None	LOCATION See below		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

25th St. S.E.-LANCASTER DRIVE INTERCHANGE
NORTH SANTIAM HIGHWAY
Grading, Paving & Signals

This project is located on the North Santiam Highway from 25th Street to Lancaster Drive Interchange in Salem, Oregon. The project provided for roadway widening and installation of traffic signals.

Final project cost was $3,099,413.97 which was very close to the original estimate of $3,058,911.81.

A final inspection of the completed project was made on January 4, 1978.

All appropriate documents have been received and the project is considered acceptable.

RECEIVED
STATE HWY ENGR
JUL 2 - '79
REFER TO
FOR
Info

7-2
cy to

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. H. Kappus Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE G. K. Hossner Original Signed By G. K. HOSSNER Field Operations Engineer	
TITLE Area Engineer	DATE 6-27-79	TITLE Field Operations Engineer	DATE

FORM FHWA-1446 B (12-73) FORMERLY PR-33E

Previous Editions of PR-33E Will Not Be Used.

State Copy

FORM APPROVED
OMB NO. 04-R2274

RCS HNG-30-02

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(FHPM Vol. 6; CH. 4; Sec. 1; Sub. 9)

ALL — *To be completed by Washington Headquarters Personnel* — 2 4 | 5 8 | 9 12 | 13 15 — 16 18 | 19 22 | 23 24 | 25 27 | 28 30 | 31 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE * Oregon 8388	COUNTY Marion		FEDERAL PROJECT NO. * M-1560(3) & US-265(14)	URBAN (X) * RURAL ( )

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY	BRIDGE (Over 20 ft.)
CARD A		CONSTRUCTION TYPE CODES		6203	X081 X280
	20	FINAL CONSTRUCTION COST*	DOL.	2,387,621	713,185
	21	LENGTH OF PROJECT	MILES	1.530	.074

DATE STARTED * July 15, 1976

DATE COMPLETED * December 22, 1977

TOTAL NO. BRIDGES 2

PART B *(To be completed by contractor – See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

ITEM	LABOR * (Roadway and Bridges Combined)	TOTAL MAN HOURS	GROSS EARNINGS
30		49,933	624,629

CARD	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY
CARD B	22	TOTAL COST OF ALL MATERIALS & SUPPLIES *	DOL.	1,102,164	329,344
	9	PETROLEUM PRODUCTS *	GAL.	63,967	1,200
	1	CEMENT	BBL.	360	10
CARD C	2	AGGREGATES PURCHASED	TON.	58,290	
	92		CU. YD.	21	70
	3	BITUMINOUS MATERIAL	GAL.	1,004,577	
	4	LUMBER	THSD. BD. FT.		36
CARD D	5	TIMBER PILING	LIN. FT.		0
	7	REINFORCING STEEL	LB.	14,733	504,116
	8	STRUCTURAL STEEL	LB.	---	176,128
	10	EXPLOSIVES	LB.	0	0
CARD E	11	READY-MIXED CONCRETE	CU. YD.	441	1,474
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	4,754	
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	280	4,247
	17	FENCING	LIN. FT.	1,407	---
	18	GUARDRAIL	LIN. FT.	5,234	---
	19	BRIDGE RAIL	LIN. FT.		80
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	100,299	29,960
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	141,322	42,213

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 52 | 53 61 | 62 70

CULVERT ITEMS

CARD	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORR. STEEL CULVERT	
		18 Arch	129
		48 Arch	80
CARD J	13	CONCRETE PIPE	
		48 Culv	231
		8 Sewer	18
		12 Sewer	714
		18 Sewer	79
		24 Sewer	477
		66 Sewer	512
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
		12	34
		18	50
		24	92
		30	54
		8 Sewer	994
CARD M	26	CAST IRON PIPE	

★ MUST BE REPORTED ON ALL REPORTS

REVIEWED BY:

DATE:

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(Rev. 3-77)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary system, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Federal-Aid Highway Program Manual Vol. 6; Ch. 4; Sec. 2; Sub. Sec. 8.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, one form may be prepared, for each project or for the entire contract provided none of the data are duplicated. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon** or **"fast" copies**, should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract must be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. It will be the State's responsibility to see that all prime contract and subcontract costs, material, and man hours have been reported for each contract, and no duplication of data are involved. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the final construction cost. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (FEDERAL-AID HIGHWAY PROGRAM MANUAL, VOL. 6; CH. 4; SEC. 1; SUB. SEC. 9).

"Final Construction Cost" - Show best estimate of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet** and not as the number of board feet.

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

***Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.**

8388

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
May 7, 1979

FILE: CON 5 #8388

MDGlenn

FROM: M. D. Glenn
Quality Control Engineer

TO: MEMO TO FILE

SUBJECT: 25th St. S.E.-Lancaster Dr. Int.
FAP No. M-1560(3) & US-265(14)
Contract No. 8388
Recomputed Price Adjustment for
Non-Spec. A.C. Mixtures

The price adjustment for non-spec. Class "C" and "C" modified A.C. mixtures has been recomputed in accordance with our March 1978 agreement with the FHWA:

Bid Item	Amount P.A. #31	Recomputed Amount
#19 - Class "B" or "C" A.C. Mix	-	$4,989.12
#20 - Class "C" Modified A.C. Mix	$897.32	2,703.83
Total	$897.32	$7,692.95

The difference in amounts is $6,795.63. The amount to be credited to the project on a nonparticipating basis is $3,397.82.

MDG:fr
Att.

cc: H. S. Coulter
FHWA/Att.
C. O. Fredrickson
Loren Weber
Bob Church/Att.
John Jenkins
Jim Kinns - Accounting
Test File

RECEIVED
STATE HWY ENGR
MAY 8 - '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

8388

9

April 3, 1979

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

A post-final payment for $165 will be made to J. C. Compton Co. on Contract No. 8388 for work on the 25th Street S.E.-Lancaster Drive Interchange Section of FAU 1560 and the North Santiam Highway in Marion County as soon as the warrant is prepared.

The total amount paid on this contract will be $2,811.338 including the post-final payment. Of the total $18,539.45 is for force account.

Sincerely,

C. W. Head
COMMISSION SERVICES

kkr

cc: Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

bc: C. T. Keasey
Walt Hart
C. O. Fredrickson

MEMORANDUM

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building - Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. M-1560(2)
PROGRAM APPROVED 12-12-75	VOUCHER PERIOD From: 12-75 To: 10-78

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$4,631.98	$4,581.98	85.80%	$3,931.34	$3,931.34	$ 0.00

	DATE	BY
RECEIVED IN FHWA DIVISION OFFICE		
FHWA REVIEW PERFORMED		
PASSED FOR PAYMENT		Oregon V.F. Skoog
FORWARDED BY FHWA DIVISION OFFICE		Controller 2-8-79

0.00

Form FHWA-1447A (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	25th St.-Airport Rd.(Salem) Section Marion County					
	Type Code R.O.W. Right of Way Sta. 104+80 To Sta. 117+00					
	Right of Way	All Required			$3,920.00	
	Total R.O.W. Cost				$3,920.00	
	Acquisition Expense State	All Required			$ 661.98	
	Total Participating Cost				$4,581.98	
	Non Participating Items Preliminary Title Report				50.00	
	TOTAL COST				$4,631.98	
	participating costs are for R.O.W. actually incorporated in the final project, and all costs have been previously certified by the R.O.W. engineer.					
	AMOUNT CARRIED FORWARD					

8388

December 7, 1978

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Gentlemen:

On November 21, 1978, we wrote to you concerning release of final payment on Contract No. 8388 awarded to J. C. Compton Co. for work on the 25th Street S.E.-Lancaster Drive Interchange Section of FAU 1560 and the North Santiam Highway in Marion County.

The total contract amount is $2,811,173 including $18,539.45 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda

cc J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

Hansen & Rowland, Inc., of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

bc C. T. Keasey
Walt Hart
C. O. Fredrickson

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
July 27, 1978

Phil Stearns

FROM: Phillip O. Stearns
REGION FEDERAL AID SPECIALIST

TO: G. W. Wimer
LOCAL GOVERNMENT MANAGER

SUBJECT: 25th St.-Lancaster Dr.
Interchange Section
Mission St. (FAU 1510) &
No. Santiam Hwy
Marion County

Enclosed is a letter from the City of Salem and supporting data which requests the easterly project limit for the FAU portion be set 400 feet westerly of Airport Road.

Region Office has reviewed the material and Region documents and agrees with the City. The easterly limit should be 400 feet west of Airport Road. The construction plan limit was station 117 + 00. For final reconciliation of costs, station 113 + 00 should be used.

Since the Highway Division originally constructed the section between Airport Road and Turner Road with Federal Aid funds other than FAU, it is logical the FAU limit should be Turner Road, or about station 113 + 00.

Region Office recommends that final reconciliation of costs for FAU funds and City's matching share be based on the easterly terminus being 400 feet west of Airport Road, or station 113 + 00.

I have enclosed tab sheets listing bid items reflecting costs between stations 113 + 00 and 117 + 00. Please submit the enclosed documentation through channels so that proper distribution of costs may be made.

POS/gl
enc.

O

3-11-80
cc: Joe Gaither (w/Att.)
for program change.

M-1560(3)

[illegible] w/FHWA
[illegible]

Salem, Oregon
July 5, 1978

Duane O. Christensen
Final Design Engineer

C. O. Fredrickson
Region 2 Engineer

25th SE-Lancaster Dr. Interchange
FAU 1560 & N. Santiam Highway
Marion County
Contract No. 8388

In reviewing the resident engineer's narrative report on the subject project, there were three items which deserved further comment.

1. Payment for "Moving Concrete Barrier" - Article 111.91 Payment on Page 17 of the Special Provisions states "Payment for the item 'Moving Temporary Concrete Barriers' will be understood to be full and complete payment for moving the barrier from one location to another on the project."

   This article was intended to pay the contractor for relocating the temporary concrete barrier. Due to the weight of the barrier any move made requires the use of some type of lifting equipment and therefore, a moving cost is justified for any relocation.

   Moves requested by the engineer should be paid for under this item. Moves made by the contractor for his convenience should be at his expense. This payment is for the lineal feet of barrier moved and not the distance that the barrier is moved.

   Evidently according to the narrative the wording was confusing. If you have a suggestion for clarification we would appreciate your thoughts. We will review the wording.

2. Excessive Movement of Combination Signal and Luminaire Pole - Attached is a letter from L. E. George dated June 19, 1978, which comments on the design and recommends some possible solutions to the deflection problem.

3. Power Consumption Costs - The Special Provisions state that the contractor will pay for all power consumption costs for:

   a. Temporary traffic signals at Airport Road; and,
   b. All temporary illumination;

Versteeg
Christensen
George
Olsen
Terpin
Sullivan
Scott
Savage

RECEIVED
JUL 07 1978
ENGINEERING SECTION

Trout
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The contractor was required to adjust existing signals at southbound off-ramp from I-5 during stage construction. There was no indication that the contractor should pay for power at this location.

New permanent signals were to be installed at eastbound off-ramp at Lancaster Drive and Airport Road and permanent illumination as shown on the plans. No provisions were made for power costs, implying that normal procedures would apply. There is no specific language in the "Red Book" as to when the State begins to pay the bills. It appears that this would occur when the State has accepted the project. For a simple traffic signal installation, this would not present a problem. When the signal or illumination is part of a larger project, the point of acceptance is less clear.

Subsection 105.17 allows the engineer to open part of the roadway to traffic relieving the contractor of responsibility. Applying this subsection to the project would indicate that State should pay for billings after they put permanent traffic signals and illumination into "use".

It is clear that the contractor is to pay for power consumption for the temporary signal at Airport Road and all temporary illumination.

It is implied (and logical), but not clear cut, that the State should pay for power consumption after permanent installations are put into "use".

DOC:ab
cc: L. E. George
Jack Sullivan
G. J. Ballard
L. K. Watson

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301

Department of Utilities/Public Works

June 30, 1978

Mr. Phillip O. Stearns
Region Federal Aid Specialist
Oregon State Highway Division Region 2
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

Subject: Mission Street FAUS 1560
25th Street to Airport Road
F.A.U. Project Limits

The purpose of this letter is to document the City's position concerning the easterly terminus of the Federal Aid Urban System (FAUS) Project.

This FAUS project was started by a meeting between OSHD and City staff on January 25, 1974, this meeting is documented in the attached letter from Don Harwell to Ed Sigurdson dated February 11, 1974. This letter and attachments thereto clearly identifies the Turner Road Intersection as the easterly terminus of the FAUS project. The section of Mission Street between Turner Road and Airport Road was to be included in the State's Airport Road Intersection to Lancaster Drive project.

Based on the February 11, 1974 letter, the City submitted the attached Federal Aid Urban System Project request on May 10, 1974. The project request was for a 900 foot long section of Mission Street "from the completed four lane section east of 25th Street to but not including the intersection of Airport Road".

Based on the City's FAUS Project request, the State prepared the attached Urban System Project Agreement. The limits of the FAUS project are only approximately shown on the attached "Exhibit A". The "Exhibit A" as drawn shows a longer FAU Project than the project request specified. However, there is nothing in the text of the agreement or on the "Exhibit A" to tie down the exact FAUS Project limits.

The State prepared the project construction plans for the FAUS project along with the State's Highway 22 project. The project plans (cover sheet and plan sheet attached) were drawn apparently indicating an FAUS project to the west pavement line of Airport Road. The City approved a portion of these plans without noticing the error on the cover sheet regarding the FAUS project limits.

However, the City's plan approval resolution 76-107 (copy attached) only approved the portion of these plans from "650 feet east of 25th Street to 400 feet west of Airport Road". The City's Public Hearing on this project held May 24, 1976 and the Resolution No. 76-145 (copy attached) further specify the section of Mission Street "from 650 feet east of 25th Street to 400 feet west of Airport Road".

Information collected for the City's Public Hearing indicated an approximate City share for the FAUS project of $26,300 more or less. On June 24, 1976 the State opened bids on the subject project. The low bid from J. C. Compton was $2,697,172.50 which was under the Engineer's estimate of $2,806,778.00. (OSHD bid tab attached.) Richard Unrein's letter to the City of June 28, 1976 (copy attached) requested an advance construction deposit of $34,400. The City felt this was quite high since the Compton's Bid was less than the Engineer's estimate. The City thru phone calls and conversations with Gary Zehner, Don Harwell and Phil Stearns tried to find the reason for the extra City share. No quick answers could be found. Rather than hold up award of the entire $2.7 million contract, the City paid the requested $34,400 so the construction could proceed.

On July 28, 1976 we finally determined the reason for the extra FAUS local share. The project plans show the easterly limit of the FAUS project at station 117 + 00 the west pavement line of Airport Road, instead of 400 feet west of Airport Road, approximately station 113 + 75. This problem has been further discussed verbally with your office several times since last July.

We understand you are in agreement with the City, that the easterly terminus of the FAUS project should be 400 feet west of Airport Road, this is evidenced by your letter to Ed Sigurdson of August 15, 1977, copy attached.

However, we understand that City-County Section of OSHD Headquarters is not in agreement with us on this item.

We hope the information contained in this letter and attachments hereto will resolve the FAUS project limits problem and all parties will be in agreement. If you need further documentation from the City, please let us know.

Please arrange for all OSHD records to be revised to reflect the correct project limits, so the final cost accounting on this project can be completed.

Very truly yours,

Ed Sigurd

Edward A. Sigurdson, P.E.
City Engineer

EAS/RWL/rd

Enclosures

cc: B. T. Van Wormer, Director Utilities/Public Works
Don MacFadden, Chief Design Engineer
Doug Van Dyke, Traffic Administrator
Ralph W. Lambert, Project Engineer

8387

8

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

June 23, 1978

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company
Contract 8388

Retainage requirements on this project have been reduced to $25,000.00. At present there is $138,000.00 on deposit. $113,000.00 may be released or transferred to other projects.

Please notify us as to the disposition of the excess deposit.

The cash retainage currently held is $2,431.36 and will be refunded in conjunction with the next estimate.

Vernon E. Skoog
Controller

by ____________________________
James J. Kinns
Contract Accounting Supervisor

JJK:cw

cc: J.C. Compton Company

bc: C.W. Head
~~R. Church~~
C.W. Barrett, Jr. [redacted]

NOTED
C. W. HEAD

STATE OF OREGON **INTEROFFICE MEMO**

ODOT - Traffic (DEPT.) 378-6537 (TELEPHONE)

TO: D. O. Christenson
Final Design Engineer
Attn: Lyle Watson

DATE: June 19, 1978

FROM: L. E. George
Traffic Engineer Supervisor

SUBJECT: Excessive Signal Span Movement
25th St.-Lancaster Dr. Intchge. Sec.
North Santiam Hwy.
Marion County
Contract No. 8388

The resident engineer's narrative report indicates a problem with excessive vertical movement of the west signal span at the intersection of the North Santiam Highway and the I-5 northbound offramp.

We have reviewed the loading and design of the signal poles, and have found that they conform to the specified requirements for both strength and allowable deflection.

We feel the probable cause of the excessive vertical movement of the signal span was due to the natural harmonics of the span and poles.

Correction of this type of problem requires some means of altering the oscillation frequency of the span or the poles. Back-guying one of the poles, which was done in this case, would alter the oscillation frequency of the pole and dampen movement of the span. Another possible solution would be to install a stockbridge damper on the span. This device is designed to dampen the oscillation of transmission lines and is used extensively by telephone and power companies.

L. E. George
Traffic Engineer Supervisor

JII:vhl
Attachment

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BY FINAL DESIGN ENGINEER 5-25-78

Letter of acknowledgement needs to be prepared. Doc

28th St. SE-Lancaster Drive Interchange
FAU 1566 & North Santiam Highway
Marion County Contract 8388

NARRATIVE REPORT - GRADING

The project consisted of Grading, Paving, Structures, Signing, Illumination, Signals, and Landscaping. This report will be prepared in sections, each dealing with its own aspect of the project.

Grading and Paving

The contract was awarded on the 15th of July, 1976, and the work commenced the same day when forces came in to place project signs. The actual grading work began on the [illegible].

Shortly after the work began, it was found there was an Indian archaeological site in the area near the freeway overcrossing. A team from Oregon State University was called in to excavate the site, with this work going on until the [illegible] of August, when they backfilled their trenches. A meeting was held with [illegible] people who decided to place a three [illegible] sand [illegible] over the area prior to making the fills so there would be a demarcation line for the future if anyone was interested. This was done under a price agreement, taking about [illegible] days to complete.

The grading operation was expedited during the early stages as the contractor wanted to complete as much paving as possible during the 1976 work season. This caused the State to have to bring in crews from outside, notably Albany, and for awhile, Tillamook. As usually is the case in this work condition, there were apparently numerous errors in the staking, but these were worked around.

By mutual agreement the staging of traffic was handled somewhat differently than the plans indicated. The thrust was to do what signing and striping was necessary to return the traffic to the normal patterns each night. To accomplish this, the contractor agreed to do certain items of work which would perhaps normally be beyond the normal requirements.

An item of work which caused some problems was the installation of the storm sewer along the left side of the roadway from the west end of the project to Airport Road. The pipe was installed on the original ground beneath the new gutter line. The backfill around the areas where catch inlets were to be installed was made of "pea gravel". This was then covered over and the subsequent work accomplished.

When they returned to install the inlets no one was able to pinpoint the exact location, with the result that fairly large holes were dug before finding the pipe ends. The inlets were then built and backfilled. However, later, during the Spring of 1977, it was noted that there was settlement around the inlets. In fact, by one, a hole developed which would allow a lath to be pushed down for nearly its entire length.

We discussed some method of getting some type of treatment work done such as pumping in grout, but nothing was done until late in the fall. Meanwhile, some pavement patching was done to take out the sags. This has worked reasonably well, but finally we were able to get Delval to come in and do the grout pumping. They were able to get about 8 cubic yards of material in three inlets, which indicated there were substantial voids. Apparently, when they dug out the areas for the inlets, subsidence developed which was not readily evident, and when the backfill work was done, this was not compensated for.

Another problem which arose was the adjustment of the temporary concrete shoulder barrier. Normally it has been our stand that temporary traffic barriers are to be paid for in a given location, and minor adjustments at that location are included in the bid price. If it is moved to another location then now payment will be made. In this case, since the barrier is quite heavy, the contractor wanted additional payment for any movement of the barrier because he had to have a boom truck to accomplish the move regardless of how short the distance.

[illegible] Section 111.41, Page 17, appeared to us to mean that separate payment would be made when the barrier was moved from one location to another location. That is, where it had to be loaded and hauled, and that minor adjustments or movements wouldn't qualify for payment. However, a review with the people downtown brought out the opinion that we would pay for minor movements, if we had stipulated where and how it was originally placed. In my opinion this specification should probably be clarified because I'm sure that minor adjustments were initially intended to be included in the first installation figure. On the plus side, the use of the concrete [illegible] temporary barrier in hazardous areas is a very effective method of traffic control, both from the standpoint of safety and visual delineation.

The paving work was completed on the ends of the project during the fall period of [illegible], with the only area remaining being the area of the two bridges, which were under construction through the winter months.

The contractor returned the latter part of March and placed a level course over the freeway structure so the traffic could be re-routed to this side while the bridge work was done on the south side. In the week of May 1[illegible] they resumed the roadway paving, and had enough done such that we were able to use the 4 lanes by Friday. This was done by having the striping crew come out each day and lay out the control lines.

The paving was completed on the 19th of May, and the last of the guardrail was completed the first part of June.

Traffic Signals and Roadway Illumination

This work consisted of the installation of temporary signals as well as the permanent structure.

The temporary installation began in July, 1976 when the signal sub set poles at the Airport Road intersection, which was placed in operation the latter part of August. The temporary illumination began the first part of August and part put into service the last of the month. Following this they began work on the contract illumination.

The contractor used a machine called a 'Gopher" to place much of the conduit beneath the existing roadway. Where there was no rock this worked quite well. Where there were obstructions it still worked, but there were cases where it would come up or go down depending on where the obstruction guided ut. In at least two instances where this happened, it heaved the pavement to the extent that they had to cut it out and replace the section.

They also had some problems where the Gopher would push through, but the hole would apparently cave in to where they couldn't get the conduit through. On this particular contract, they were supposed to place the conduit before doing the paving, but due to a lack of coordination between subs, this didn't always happen.

Another problem which is not uncommon was that when opening trenches in existing pavement, the pavement outside the cut lines would get raised. I'm not sure just what the cure is or preventative measures may be. Even when saw cut, the excavation from the inside, if not done very carefully, will heave the adjacent pavement. The reason for this is that normally, the saw cut doesn't go entirely through, thus the bottom is still attached. When excavating from the trench side, this bond pulls rather than breaking.

Another problem we encountered has been the excessive movement of the [illegible] pole #10. The span between 9 and 10 supports [illegible] illuminated signs on a length of [illegible] feet. The span from 10 to 11 has [illegible] signal heads and 3 illuminated signs, on a length of [illegible] feet. The combination of all this caused pole #10 to sway enough that the signals [illegible] span raise and lower a total of nearly 4 feet. We have initiated a State Force order to place a guy on pole 10 to correct this.

[illegible] problem with the [illegible] paying his electrical bills on the signals and illumination. He opened the accounts and paid the first billings covering the months of May and June, then stopped. The power company continued billing until [illegible] when they called to let us know they hadn't received payment. At this time, the billings had reached about $2000 and they were getting concerned.

The contractor took the stand that as soon as any part of the facility was in use, it became ours. We have done some research and find that the general custom has been that we normally don't accept the billings until the project has been completed. However, on occassion, we have taken over completed portions of the work as they were done. That is, if an intersection or interchange is complete in itself, we have accepted this as a unit. We checked out the reports in this case, and found that in nearly all cases, there were still some work items not completed, even though most of the units were in operation.

I understand this is being written into future job specifications such that we will not accept any part of the billings until the job is complete. As it is on this project, we are beginning by setting up a State Force Order to pay all the bills, after which we plan to go to the contractor and collect the portion which we feel is his to pay. This takes care of the power company who, in effect, are an innocent bystander.

One final physical problem was that after installation, the signal heads turned in the wind. The cause was the loosening of the head mounting assembly, for what reason, we aren't sure. Our inspector on the job was knowledgeable and checked the assembly as it was being put together. At that time, it was apparently tight.

We also had some problems with the pole bases becoming loose sometime after mounting. As nearly as I can determine, when they were tightened in the first place, they were not backed off and done again. As a result, the small irregularities in the galvanizing, etc., were causing residtance which showed up as torque or tension. We have gone back and re-checked all of these.

Landscaping

Our main problems seemed to be in the coordination of work, that is, the setting of pole bases far in advance of the landscape work such that we were locked in to grades which weren't that desirable when the landscape work came along.

As a result, there were some break-away pole bases which were too low and had to be worked around. This wasn't seen until the work had progressed to where we had to remove some material to make the pole bases operational.

The contractor had a tendency to use too much topsoil, which in some cases caused drainage problems. Where there were no pole bases to be reckoned with we had him grade the area to provide the proper run-off.

Another minor problem which developed was that the irrigation system was in the plans to cover only the area from the west end of the job to Turner Road. The City of Salem is to br responsible for the maintenance to Airport Road. As a result they wanted to extend the irrigation on to Airport Road to reduce their maintenance. However, upon learning of the cost of the work and after a meeting, it was decided that since the planned planting in this area will survive with no additional water following the establishment period, the additional work was not worth the price.

The sub doing the work wasn't very experienced, and as a result, had some problems with the care of the planting, especially the irrigation. It was so bad that at times our people would turn the water on to keep the plants from dying during the summer months. Or, if the water was found turned on, it would run too long and would have to be shut off. Finally, for the establishment work the prime had another man come in. This one knew his business and we were able to come up with a pretty good end product.

25th St. SE - Lancaster Drive Interchange
FAU 1560 & N. Santiam
Contract 8388

STATEMENT OF OVERRUNS & UNDERRUNS

ITEM	ORIGINAL AMOUNT	SEMI-FINAL EST.	PERCENT + or -
Contract Bid Items	$ 2,697,172.50	$ 2,789,542.37	+ 3.4%
	SEE P.A.'s #4 &23		
Anticipated Items	$ 22,150.00	$ 13,469.94	- 39.2%
Contingencies	$ 122,369.51	$ 91,270.00	- 25.4%
Engineering	$ 217,545.80	$ 236,000.00	+ 8.5%
Credit for Salvaged Impact Attenuators & Salvaged Luminares & Poles	$ - 326.00		
TOTAL	$ 3,058,911.81	$ 3,117,171.55	+ 1.9%

Credit Items

Total all Credit Items (incl. Those in Original Amt.) $ - 13,110.76

P.A. #1	Traffic Maintenance (Credit)	$ - 491.18	
P.A. #3	Revised Drainage (Credit)	$ - 100.00	
P.A. #5	Slab Revisions (Credit)	$ -497.40	
P.A. #7	Reduce Pile Tip Length (Credit)	$ - 100.00	
P.A. #14	Undersize Magnolia Kobus(Credit)	$ - 16.25	
P.A. #16	Signal Equipment Damage (Credit)	$ - 905.00	
P.A. #18	Delete 1st appl. of Fertilizer on vines (Credit)	$ - 550.00	
P.A. #22	Non-spec. shrubs (Credit)	$ - 400.00	
P.A. #25	Revised Deck Seal (Credit)	$ - 1,835.00	
P.A. #26	Reduced size of Trees (Credit)	$ - 104.50	
P.A. #28	Contractor's Utility Bills(Credit)	$ - 2,377.19	*
P.A. #29	Reduction in Signing (Credit)	$ - 3,088.79	
P.A. #30	Compaction Penalty (Credit)	$ - 1,197.05	*
P.A. #31	Non-spec. A.C. penalty (Credit)	$ - 897.32	*
P.A. #32	Transfer Charges To Maint.(Credit)	$ - 225.08	

* Not Yet Approved

STATEMENT OF OVERRUNS & UNDERRUNS

Item #	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
1	Mobilization	L.S.	100%	100%	0%
2	Temporary Protection and Direction of Traffic	L.S.	100%	100%	0%
3	Temporary Signs	Sq.Ft.	800	821	+2.6%
4	Temporary Concrete Barrier	Lin.Ft.	2025	1753	-13.4%
	The item was increased by Price Agreement #3, but less additional barrier was used than anticipated. Moved barrier that was already on the job, rather than have more brought in.				
5	Moving Temporary Concrete Barrier	Lin.Ft.	925	1678	+81.4%
	Temporary barrier was moved more often than was originally anticipated to cover traffic maintenance, drainage work, and bridge work, all of which had Price Agreements to cover the extra work needed.				
6	Temporary Traffic Signal Installation	L.S.	100%	100%	0%
7	Temporary Barricades	Only	4	4	0%
8	Temporary Illumination	L.S.	100%	100%	0%
9	Flagmen	Hours	2500	3388	+35.5%
	More flagmen used than originally anticipated due to heavy traffic, busy intersections, paving and construction scheduling. Not enough hours were originally allowed for.				
10	Clearing & Grubbing	L.S.	100%	100%	0%
11	Removal of Structures & Obstructions	L.S.	100%	100%	0%
12	Ditch Excavation	CY	9280	8999.8	-3.0%
13	Embankment in Place	CY	118,330	122,643.2	+3.5%
14	Trench Excavation	CY	3190	2610.3	-18.2%
	Drainage system revised, not as much trench excavation needed as anticipated.				
15	Finish Roadbed & Slopes	L.S.	100%	100%	0%
16	Furnish & Place Topsoil	CY	10,000	13,310.1	+33.1%
	More topsoil used for slope flattening and landscaping backfill than anticipated.				
17	Watering	M-Gals	1330	793.8	-40.3%
	All required.				

Item #	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
18	Aggregate Shoulders	Tons	8900	10,557.805	+18.6%
	Extra rock was used to backfill abrupt edge shoulders at night for safaety.				
19	Class "B" or "C" Asphalt Cement Mixture	Tons	55,500	54,154.9	-2.4%
20	Class "C" Mod Asphalt Cement Mixture	Tons	9475	8773.8	-2.5%
21	Asphalt Cement in Mixture	----DELETED---- (See P.A. #4)			
22	Portland Cement Additive in Class "C" Mod Mixture	Tons	90	90.53	+0.6%
23	Asphalt in Tack Coat	Tons	29	126.71	+369.2%
	All required. Original estimate was not high enough.				
24	Concrete Protective Slab	Sq.Yd.	278	268.9	-3.2%
25	12" Culvert Pipe	Lin.Ft.	62	34	-45.1%
	Deleted one run of pipe by alignment and drainage revision.				
26	18" Culvert Pipe	Lin.Ft.	44	50	+13.6%
	Pipe extended to clear shoulder area.				
27	24" Culvert Pipe	Lin.Ft.	86	92	+6.9%
28	30" Culvert Pipe	Lin.Ft.	34	34	0%
29	48" Culvert Pipe	Lin.Ft.	172	231	+34.3%
	Pipe was extended to allow for better drainage.				
30	18" Arch type Pipe	Lin.Ft.	40	129	+222.5%
	Pipe was extended to allow for better drainage.				
31	48" Arch Type Pipe	Lin.Ft.	124	80	-35.4%
	Section of pipe was deleted due to excessive design length.				
32	8" Sewer Pipe	Lin.Ft.	684	1012	+47.9%
	Pipe lengthened due to redesign of 66" sewer, and additional drains to eliminate slope erosion at bridges.				
33	12" Sewer Pipe	Lin.Ft.	598	714	+19.4%
	Pipe lengthened due to redesign of 66" sewer and additional run to ease drainage flow.				
34	18" Sewer Pipe	Lin.Ft.	76	79	+3.9%
35	24" Sewer Pipe	Lin.Ft.	492	477	-3.0%

Item #	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
36	60" Sewer Pipe	---DELETED----	(See P.A. #3)		
37	66" Sewer Pipe	Lin.Ft.	524	512	-2.3%
38	Extra for Pipe Under Pavement	Lin.Ft.	240	392	+63.3%
	Redesign of 66" sewer and additional sewer runs required more pipe under pavement.				
39	Bedding Material	CY	510	422.82	-17.1%
	Less bedding material needed than anticipated.				
40	Concrete Manholes	Only	1	1	0%
41	Special Manholes	Only	2	2	0%
42	Concrete Inlets, Type G-1	Only	14	15	+7.1%
43	Concrete Inlets, Type G-2	Only	3	3	0%
44	Concrete Inlets, Type G-2MA	Only	2	3	+50.0%
	Inlet added due to redesign of drainage.				
45	Concrete Inlets, Type M-E	Only	2	2	0%
46	Concrete Inlets, Type M-O	Only	1	1	0%
47	Concrete Inlets, Type 2	Only	8	9	+12.5%
	Additional inlet to facilitate curb drainage.				
48	Guardrail, Type 2A	Lin.Ft.	3338	4236	+26.9%
	2A Rail installed instead of 2A Mod due to realignment of frontage road.				
49	Guardrail, Type 2A Modified	Lin.Ft.	100	0	-100%
	See B.I. #48.				
50	Guardrail, Type 3	Lin.Ft.	125	125	0%
51	Metal Median Barrier Connection	Lin.Ft.	130	131	+0.8%
52	Guardrail Anchors, Type 1	Only	10	8	-20.0%
	Type 2 anchors installed instead of Type 1 due to realignment of rail on frontage road.				
53	Guardrail Anchors, Type 2	Only	5	7	+40.0%
	See B.I. #52.				
54	Extra for Guardrail Bridge Connection	Only	5	5	0%

Item #	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
55	Rail End Pieces, Type A Type A End Pieces used instead of C Mod. due to realignment of rail on frontage road, and instead of C End Pieces on trailing end of guardrail.	Only	6	11	+83.3%
56	Rail End Pieces, Type C See B.I. #55.	Only	10	7	-30.0%
57	Rail End Pieces, Type C Mod. See B.I. #55.	Only	1	0	-100%
58	Type 2 Fence	Lin.Ft.	1300	1407	+8.2%
59	Concrete Walks	Sq.Yd.	1070	1152.8	+7.7%
60	Concrete Curbs	CY	125	113.8	-9.0%
61	Concrete Islands All required.	CY	60	50.8	-15.3%
62	Extra for Asphalt Walks Replaced existing AC walks due to landscaping plan.	Sq.Yd.	120	239.1	+99.2%
63	Extra for Asphalt Approach	Only	4	4	0%
64	Extra for Asphalt Gutter Outlets	Only	1	1	0%
65	Concrete Barrier, Standard Not necessary to remove as much old rail and replace, due to revision of traffic maintenance, P.A. #1.	Lin.Ft.	562.5	388	-31.0%
66	Concrete Barrier, Nonstandard.	Lin.Ft.	500	485	-3.0%
67	Paved Culvert End Slopes End slopes added to assist drainage, prevent erosion.	Sq.Ft.	584	739	-26.5%
68	Reinstall Paved End Slope	L.S.	100%	100%	0%
69	Drainage Curbs	Lin.Ft.	2550	2721.1	+6.7%
70	Loose Riprap, Class 100	CY	160	161.7	+1.1%
71	Filter Blanket Filter Blanket placed slightly deeper than plan depth.	CY	55.0	69.0	+25.5%
72	Delineators Delineators added to better define edge of road in intersections, and to replace previously damaged delineators.	Only	165	232	+40.6%

Item #	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
73	Roadside Seeding and Mulching More seeding and mulching required due to flatter embankment slopes.	Acre	9.0	14.63	+62.8%
74	Bridge Removal Work	L.S.	100%	100%	0%
75	Shoring, Cribbing, Etc.	L.S.	100%	100%	0%
76	Structure Excavation	CY	770	774.28	+0.6%
77	Structure Excavation Below Elevation Shown Not needed.	CY	70	0	-100%
78	Furnish Pile Driving Equipment	L.S.	100%	100%	0%
79	Furnigh HP 10x42 Steel Piling Field measure as per 503.82(b).	Lin.Ft.	820	604	-26.3%
80	Drive Steel Piles All required. Field measure as per 503.83.	Lin.Ft.	820	623	-24.0%
81	Structural Concrete	L.S.	100%	100%	0%
82	4'x40'/45' Prestressed Slabs	Only	28	28	0%
83	4'x50'/55' Prestressed Slabs	Only	28	28	0%
84	Reinforcement	L.S.	100%	100%	0%
85	Reinforced Concrete Bridge End Panels	Sq.Yd.	306	305	-0.3%
86	Concrete Slope Paving	Sq.Yd.	460	468.9	+1.9%
87	Slope Paving Curbs Field measure plan quantity over what was needed.	Lin.Ft.	90	66	-26.7%
88	Surface Finish Existing Bridge	L.S.	100%	100%	0%
89	1½" Electrical Conduit	---DELETED--- (See P.A. #13)			
90	2" Electrical Conduit	Lin.Ft.	480	480	0%
91	Membrane Waterproofing	Sq.Yd.	1800.0	1831.11	+1.7%
92	Bridge Removal Work	L.S.	100%	100%	0%

Item #	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
93	Shoring, Cribbing, Etc.	L.S.	100%	100%	0%
94	Structure Excavation Bridge end fills staked on wrong slope to flat, making additional structure excavation.	CY	190	234.06	+23.2%
95	Structure Excavation Below Elevation Shown Not needed.	CY	20	0	-100%
96	Furnish Pile Driving Equipment	L.S.	100%	100%	0%
97	Furnish HP 10x42 Steel Piling All required. Field measure as per 503.82(d).	Lin.Ft.	530	462	-12.8%
98	Furnish HP 12x53 Steel Piling All required. Field measure as per 503.83.	Lin.Ft.	715	631	-11.7%
99	Drive Steel Piles	Lin.Ft.	1113	1005	-9.7%
100	Structural Concrete, Class 3300	L.S.	100%	100%	0%
101	Structural Concrete, Class 4000	L.S.	100%	100%	0%
102	60'/65' Type II Prestressed Beams	Only	10	10	0%
103	65'/70' Type II Prestressed Beams	Only	20	20	0%
104	Reinforcement	L.S.	100%	100%	0%
105	Reinforced Concrete Bridge End Panels	Sq.Yd.	236	237	+0.4%
106	Surface Finish Existing Bridge	L.S.	100%	100%	0%
107	$1\frac{1}{2}$" Electrical Conduit	Lin.Ft.	240	240	0%
108	2" Electrical Conduit	Lin.Ft.	240	240	0%
109	Membrane Waterproofing	Sq.Yd.	1870.0	1886.69	+0.9%
110	Removal of Existing Sign Installations	L.S.	100%	100%	

Item #	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
111	Wood Sign Posts	L.S.	100%	100%	0%
112	Sign Support Footings	L.S.	100%	100%	0%
113	Breakaway Sign Posts	L.S.	100%	100%	0%
114	Single Sign Supports	L.S.	100%	100%	0%
115	Cantilever Sign Structure, Station 162+50	L.S.	100%	100%	0%
116	Cantilever Sign Structure, Station 176+00	L.S.	100%	100%	0%
117	Structure Mounts	L.S.	100%	100%	0%
118	Type A & B Signs in Place	Sq.Ft.	2469	2469	0%
119	Type C,D & R Signs in Place Plan quantity nor correct.	Sq.Ft.	307	340.5	+10.9%
120	Type M Signs in Place	Sq.Ft.	70	75	+7.1%
121	Type EE Signs in Place	Sq.Ft.	151	150.1	-0.6%
122	Type H & I Signs in Place	Sq.Ft.	128	128	0%
123	Type V Signs in Place	Sq.Ft.	72	69.8	-3.1%
124	Sign Illumination Equipment	L.S.	100%	100%	0%
125	Move & Reinstall Existing Signs	L.S.	100%	100%	0%
126	Removal of Existing Illumination Installations	L.S.	100%	100%	0%
127	Pole Foundations	L.S.	100%	100%	0%
128	Roadway Lighting Poles & Bracket Arms	L.S.	100%	100%	0%
129	Luminaires & Ballasts	L.S.	100%	100%	0%
130	Switching, Conduit, Wiring, Lamps, Etc.	L.S.	100%	100%	0%
131	Traffic Signal Installation, Complete	L.S.	100%	100%	0%
132	Furnish & Plant Trees	Only	140	140	0%

Item #	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
133	Furnish & Plant Shrubs	Only	2860	3005	+5.1%
134	Furnish & Plant Vines All required.	Only	17,000	11,562	-32.0%
135	Soil Conditioner All required.	CY	650	498.6	-23.3%
136	Bark Mulch	Units	87	81.1	-6.8%
137	Irrigation System	L.S.	100%	100%	0%

ATEMENT OF OVERRUNS & UNDERRUNS

P.A. #	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
1	Traffic Maintenance All required, estimate was low.	C.Y.	200	245.59	+ 22.8%
2	Furnish Soil Blanket	C.Y.	2,200	2,327.5	+ 5.8%
3	Revise Drainage	L.S.	100%	100%	0.0%
4	AR 4000 Asph. w/ add. in Mixture P.A. was written to allow contractor to use Chevron AR 8000 w/ additive. AR 4000 did not meet additive specs., but contractor wanted to honor contract with his supplier. When paving resumed the following spring, A.C. was obtained from a commercial A.C. plant; rather than contractors plant. Commercial plant used AR 4000 which met specs.	Ton	650	1,155.30	+ 77.7%
	AR 8000 Asph. w/ add. in Mixture See above.	Ton	3,600	2,870.61	- 20.3%
5	Credit for Slab Revisions	L.S.	100%	100%	0.0%
6	Increase Quantities B.I. #16		------ Documented -------		
7	Reduce Pile Tip Length	L.S.	100%	100%	0.0%
8	Doc. Change Spec. - Traffic Maintenance			------- Documented -------	
9	Increase Quant. B.I. # 12		------- Documented ---------		
10	Increase Quant. B.I. # 59		------- Documented ---------		
11	Doc. Chg. of A.C. Wearing Surface on Bridges		------- Documented ---------		
12	Overhaul of state owned Concrete Median Barrier	Each	130	140	+ 7.7%
13	Revised Quant. B.I.s # 89, 90		------- Documented --------		
14	Undersize Magnolia Kobus	Each	13	13	0.0%
15	Remove Concrete Shldr. Barrier	Lin. Ft.	112.5	112.5	0.0%
	Doc. Replace Shldr. Barrier		------- Documented ---------		
16	Signal Equipment Damage	L.S.	100%	100%	0.0%
17	Class 'M' Mix Level Course Bridge 7749A	Ton	100	93.25	- 6.8%

P.A. #	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
18	Delete 1st Fertilizer Appl. on vines	L.S.	100%	100%	0%
19	Bridge End Panels	L.S.	100%	100%	0%
20	Revise Illumination	L.S.	100%	100%	0%
21	Doc. Extend Paving	----------- Documented ----------			
22	Cred. for Non-spec. Shrubs				
	2 sizes under	Only	368	368	0%
	1 size under	Only	64	64	0%
23	Delete Additive in AR 4000	Ton	350	351.09	+ 0.3%
24	Saw A.C. Deck Joint	Lin. Ft.	205	204.6	- 0.2%
25	Revised Deck Seal	S.Y.	3,670	3,717.80	+ 1.3%
26	Reduce Size of Trees Pinus Contorta	Each	38	38	0%
27	Revise Sign Posts	L.S.	100%	100%	0%
28	Credit for Utility Bills (Not yet approved)	L.S.	100%	100%	0%
29	Credit for Reduction in Signing	L.S.	100%	100%	0%
30	Penalty for Non-spec. Compaction (Not yet approved)	L.S.	100%	100%	0%
31	Penalty for Non-spec. Class 'C' A.C. Mix (Not yet approved)	L.S.	100%	100%	0%
32	Credit for Power Billing (Not yet approved)	L.S.	100%	100%	0%

STATEMENT OF OVERRUNS & UNDERRUNS

EWO#	ITEM	UNIT	CONTRACT QUANTITY	FINAL QUANTITY	PERCENT + OR -
1	Protect Archeological Site	$	900	1,190.62	+ 32%
2	On-The-Job-Training	$	2,400	1.007.20	- 58%
3	Clean Mill Creek Channel	$	2,500	2,128.83	- 15%
4	Install Pressure Vacuum Breakers	$	150	No work done	
5	Embankment Foundation Exc.	$	2,000	2,212.74	+ 11%
6	Repair Bent 3 on Mill Cr. Str.	$	2,388	No Billing Submitted	
7	Install Sign Support Footing	$	370	610.42	+ 65%
8	Install Inlet & Pipe	$	906.25	1,386.11	+ 53%
9	Revise Pedestrian Signals	$	600	804.07	+ 34%
10	Traffic Delineator Damage	$	2,000	No work done	
12	Grouting Catch Inlets	$	2,600	4.298.19	+ 65%

STATEMENT OF OVERRUNS & UNDERRUNS

SFO #	Item	Unit	Contract Quantity	Final Quantity	Percent + or -
1	Concrete Median Barrier	$	9,101.25	9,278.75	+ 2.0%
2	Signal Controller Testing (approval pending) No Billing Required.	$	2,250.00	-0-	-100%
3	Reflective Pavement Markers Not a part of the contract. Funds provided under D.O.T. agreement. All required.	$	6,750.00	11,453.13	+ 69.7%
4	Stage Construction Striping (approval pending) No Billing.	$	2,000.00	-0-	- 100%
5	Furnish Signs for Traffic Control	$	750.00	733.43	- 2.2%
6	Reimburse City of Salem for Water Meter	$	200.00	200.00	0%
7	Archeological Exploration No Billing.	$	16,540.00	-0-	- 100%
8R	Extend Establishment Period No Billing - Not Complete.	$	3,000.00	-0-	- 100%
9R	Extend Establishment Per. - City No Billing - Not Complete	$	1,517.00	-0-	- 100%
10	Permanent Striping No Billing (approval pending)	$	3,000.00	-0-	- 100%
11	Anchor Signal Pole No Billing - Not Complete	$	200.00	-0-	- 100%
12	Patch Low Areas Not yet complete.	$	450.00	-0-	- 100%
13	Install Pedestrian Button	$	50.00	-0-	- 100%
14	Pay Utility Bills Order was written for $ 3,192.97. P.A. # 28 credits the project with $ 2,377.19, leaving total payment at $ 815.75.	$	815.75	815.75	0%
15	Transfer Power Billing See P.A. # 32 for authority to pay contractor said $ 225.00.	$	225.00	225.00	0%

8388 8

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: 25th St. SE - Lancaster Drive Interchange

WEEK ENDING: April 29, 1978

SECTION PREFIX: 124-1014

HIGHWAY: FAU 1560 & N. Santiam

COUNTY: Marion

NAME OF JOB: 25th St. SE - Lancaster Dr. Intrchg.

KIND OF WORK: Grdg, Pvg, Structures, Signs, Signals, Illum., Landscape

CONTRACTOR: J, C. Compton

CONTRACT NUMBER: 8388

FEDERAL AID PROJECT NUMBER: M-1560(3) & US-265(14)

DATE OF CONTRACT: 7/15/76

DATE WORK STARTED: 7/15/76

ESTIMATED COMPLETION DATE (a) 8-31-76 (b)6-30-77(c)9-1-77(d)12/22/77

AVERAGE FORCE ON PROJECT FOR THE WEEK

MEN SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE (a)8-31-76 (b)6-30-77(c)9-15-77(d)10-15-77

PERCENT OF TIME ELAPSED (a)100% (b)100% (c)100% (d)113%

PROJECT AUTHORIZATION $ 3,058,911.81

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%

EXCLUSIVE OF ENGINEERING $ 2,841,266.01

ENGINEERING AUTHORIZATION $ 217,545.80

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 102%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 2,893,033.90

ENGINEERING COST TO DATE $ 234,592.76

DATE PROJECT WAS COMPLETED: 12/22/77

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 2 %

PERCENT OF AUTHORIZATION 108 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.6	1.6			1.6
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.6	1.6			1.6
TOTAL ESTIMATED QUANTITIES (CONTRACT)	124,550 CY	8900 Tons			64,000 Tons
TOTAL QUANTITIES CORRECTED TO DATE	134,500	10,550			62,870
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	134,500	10,550			62,870
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7749A	7769A						
PERCENT	100%	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

K

Kenny RECEIVED Richards
Ben
1978
CONSTRUCTION
Glenn BRANCH Church

8388 8

Form A-190—5M

1-P
2-P

OREGON STATE HIGHWAY DIVISION

Adjustment
~~Price Agreement~~

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name 25th St. SE-Lancaster Drive Interchange
Date March 13, 1978
Highway FAU 1560 & North Santiam
Contract No. 8388
County Marion
Prefix 124-1014
Contractor J.C. Compton Co.
F. A. Project No. M-1560(3) US-263(14)
Address P.O. Box 86 McMinnville, Ore. 97128
Price Agreement No. 31

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Penalty for non-specification Asphaltic Concrete Mixture, Class "C" Modified

Locations by station numbers:

Entire project

Names of pay items, estimated quantities and agreed prices:

Penalty for Non-spec AC Mixture - Lump Sum $ 897.32

Specifications, basis of measurement and other provisions:

Penalty for useable but substandard materials or workmanship as set forth in the Standard Specifications, Section 105.03.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After final approval by the Construction Engineer, approved copies will be sent to the Contractor, the Regional Engineer, and the Resident Engineer.

Project authorization . . . . $ 3,058,911.81
Present estimate of project cost, including $ 897.32 Credit for work under this order $ 3,161,700.00
Expected under-run XXXXXXX (amount) . . . . . $ 102,788.19
Expected under-run ~~over-run~~ (per cent) 3.4

Space to right of this line is for use of Salem Office

Submitted by: Loren Weber Resident Engineer

Signed .... Contractor

Approval Recommended: .... Regional Engineer

Approval Recommended: .... Construction Administration Engineer or Bridge Administration Engineer

Approved: O. B. Jackmond For Construction Engineer
6-14-78

approval Recommended

SP-[illegible]-734

6 (R)

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL D/OR AUTHORIZATION

FEDERAL AID PROJECT NO.	M-60(3) & US-TQS-265(14)	
STA ROJECT NO.	See below	
FROM: G. L. Green, Division Administrator Salem, Oregon	PROGRAM NO. ITEM NO. M-61 & US 212	COUNTY NAME Marion PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe,
Chief of Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER FAU 1560 & FAS 121
6-3-76	12-13-77	STATE ROUTE NUMBER City Street & Secondary 162

GENERAL LOCATION:

25th St. S.E. Lancaster Dr. section

GENERAL DESCRIPTION OF WORK:

Place anchor on signal pole #10 N.W. Quadrant - I-5 Northbound off-ramp

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☒ CONSTRUCTION - PROCEED ON ~~AN AGREED~~
XXXXXXXX FORCE ACCOUNT BASIS

REMARKS

This will confirm the advance authorization date of 12-13-77 as requested in Mr. Keasey's letter of 3-1-78 and based on the data submitted, you are authorized to proceed with the use of State Forces asbeing in the public interest, under State Force Order No. 11 at a total estimated cost not to exceed $200 Federal Funds $175.

NOTED
F. B. KLABOE

3-13

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-8-78	G. K. Hossner	for Division Administrator

FORM PR-1240
(REV. 8-70)

EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

ROUTING SLIP DATE 10-21-77

DEPARTMENT OF TRANSP ATION

DIRECTOR
CHIEF OF OPERATIONS
ASSISTANT DIR. FOR ADMIN.
ASSISTANT DIR. FOR PLANNING
CHIEF COUNSEL
COMMISSION SERVICES
COUNTY-CITY RELATIONS
EMPLOYEE DEVELOPMENT

FINANCE (DOT)
GENERAL FILES
GENERAL SERVICES (DOT)
INFORMATION SYSTEMS
LABOR RELATIONS
LIBRARY
PERSONNEL OPERATIONS
PHOTOCOPY

ROGRAM MANAGEMENT
PUBLIC AFFAIRS
SAFETY
TRANS. POLICY & RESEARCH
MAIL ROOM
MASS TRANSIT DIVISION
MOTOR VEHICLES DIVISION
COMPUTER CENTER (MVD)

HIGHWAY DIVISION

STATE HIGHWAY ENGINEER
DEPUTY STATE HWY ENGINEER
ASSIST. STATE HWY ENGINEER
METROPOLITAN ENGINEER
[✓ ACCOUNTING (HIGHWAY)]
BRIDGE DESIGN
CONSTRUCTION
DATA PROCESSING
ENVIRONMENTAL

EQUIPMENT SHOPS
FHWA
LANDSCAPE
LOCATION
MAINTENANCE
MATERIALS
PARKS AND RECREATION
PERMITS & WEIGHMASTER
RADIO

RESEARCH (HWY)
RIGHT OF WAY
ROAD DESIGN
SIGN SHOP
TRAFFIC ENGINEERING
TRAVEL INFORMATION
UTILITIES ENGINEER
REGION NO. ☐
DISTRICT NO. ☐

ATTENTION: CHUCK BARRETT FROM ZEHNER

COMMENTS: Please cancel Billing Request # CC-1676

Z

FORM 81-734-3100 (REV. 9-76)

Request for Outside Billing

(Or Advice of Cash Transaction)

Request No. (assigned by staff engineer or head of section) CC-1676

Date April 13, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any)
(Number of "Order to Render Service")

, stating kind of service, location, etc. Also refer to agreements, letter

Engineering
-Airport Road
eet
em
Agreement dated 11/12/74

Preliminary Engineering Advance Deposit $550.00

Quantity	Unit	Description	Unit Price	Amoun
		City's Advance Deposit 11/26/74	$ 550.00	
		City's Share per attached Statement	1,437.07	
		Amount Due State		$887.07
		(Attach Itemized Statement to Invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 550.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 324-1903-299

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Regional Enginee

Approved:
Section Head or Staff Enginee

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

Form 61-734-3306

8388

8

OREGON STATE HIGHWAY DIVISION

STATE COPY

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name 25th St. SE - Lancaster Dr. Intchge.
Highway FAU 1560 & North Santiam Highway
County Marion
Contractor J.C. Compten Co.
Address P.O. Box 86 McMinnville, Oregon 97128

Date October 20, 1977
Contract No. 8388
Prefix 124 - 1014
F. A. Project No. M - 1560(3) US - 265(14)
Order No. ~~11~~ 12

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Pump Grout into Catch Basin areas where pavement settlement has occured

APPROVED EFFECTIVE [illegible] 10-31-77.
Contingent upon modification of project agreement if additional funds are required.
BY G. K. Hossner
Div. Engineer
TITLE
DATE 11-30-77
FEDERAL HIGHWAY ADMINISTRATION

Location by station numbers:

109+00, 111+00, 114+00, 115+25

Estimate of quantities and cost:

Labor	$ 800.00
Equipment Rental	1750.00
Materials	50.00
Total	$ 2600.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The Storm Sewer Line was installed in the old ditch line prior to the widening of the roadway on the left. This resulted in the Inlets being about 5 feet in depth throughout the area of concern. The pipe was laid with Pea Gravel backfill at the at the Inlet locations such that when the paving work was done, they could locate the pipe ends and install the Inlets. At this time, our people marked the locations (ove

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 3058911.81
Present estimate of project costs, including $ 2600.00 for work under this order	$ 3156886.10
Expected ~~under-run~~ over-run amount	$ 97974.29
Expected ~~under-run~~ over-run per cent	3.2 %

Space to right of this line is for use of Salem Office

Submitted by: Loren A Weber
Resident Engineer

Approval Recommended: Robert E. Royer
Regional Engineer

Approval Recommended:
Construction Engineer or Bridge Engineer

Approved 10-31-77 For
for
Construction Engineer

SP*79804-734

where these ends were supposed to be but upon excavating, it was found we were incorrect by several feet. This caused overexcavating with the result that the Pea Gravel backfill subsided somewhat. This was not discovered until the Inlets were in and traffic placed on the roadway, after which settlement began taking place.

Routing
Keasey
Bond
Jackmond
Hopkins
Johnsen
Inloes
RECEIVED
OCT 31 1977
CONSTRUCTION
SECTION
Richards
Glenn
Berg
Church
Gebauer
Widmer

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 12, 1977

REGIO ENGINEER
RECEIVED
SEP 13 1977

☐ RE	☐ RCE	☐ RME	☐ RTE	☐ ROE
☐ ULE	☐ GEO	☐ RSO	☐ ROC	☑ RFE

FILE: 124-1014

Loren Weber

FROM: Loren Weber
Resident Engineer

TO: Phil Stearns
Region Federal Aid Engr.

SUBJECT: 25th St. SE-Lancaster Dr. Intchge
FAU 1560 & N. Santiam Hwy
Marion County
Contract 8388
Cost Split Revision

As per your request we have prepared an estimate, a copy of which is attached, decreasing the amount in which the City of Salem will apparently be required to participate. This is caused by backing the match stationing from 117+00 to 113+00, or 400 feet.

The attached estimate has been prepared from notes, material receipt books, etc. where possible. In the case of lump sum items, or those where a definite figure cannot be reached, a percentage approach has been used.

OREGON STATE HIGHWAY
DIVISION

SHEET 1 OF .... SHEETS

25th St. SE - Lancaster Drive Intchge
Contract 5388

Bid Item Quantities - Station 113-117

Item #	ITEM	Unit	Unit Price	Quantity	Amount
1	Mobilization	LS	$227,000	1.64%	3722.50
2	Temp. Prot. & Direct Traffic	L.S	35,000	0.328%	114.80
3	Temporary Signs	Sq. Ft.	6.50	32	208.00
[illegible]	Flagmen	Hours	15.00	28	420.00
[illegible]	Clearing & Grubbing	L.S	600	0.6560%	39.36
11	Remove Str. & Obst.	L.S	8000	0.6560%	52.48
[illegible]	Embankment in Place	CY	1.80	1480	2664.00
[illegible]	Trench Exc	CY	6.00	439.76	2638.56
[illegible]	Finish Roadbed & Slopes	L.S	15,000	3.28%	492.00
[illegible]	Furnish & Place Topsoil	CY	6.00	889.2	5335.20
[illegible]	Watering	M-Gals	5.00	42.30	211.50
[illegible]	Aggregate Shoulders	Tons	2.75	171.50	471.62
19	Class "B" AC Mix	Tons	8.50	1571.49	13,357.67
[illegible]	Class "C" mod AC Mix	Tons	9.50	267.62	2542.39
[illegible]	Asphalt in Class "C" mod Mix	Tons	60.00	2.67	160.20
[illegible]	Tack Coat	Tons	125.00	0.91	113.75
[illegible]	Culvert Pipe	Lin. Ft.	6.50	50	325.00
[illegible]	Sewer Pipe	Lin. Ft.	7.50	225	1687.50
[illegible]	Sewer Pipe	Lin. Ft.	90.00	79	7110.00
[illegible]	Trench for Pipe Under Pavement	Lin. Ft.	15.00	47	705.00
[illegible]	Bedding Material	CY	8.00	8.19	65.52
[illegible]	Special Manhole	Only	3000	1	3000.00
91	Concrete Inlets, Type 2	Only	300	1	300.00
[illegible]	Concrete Walks	Sq. Yds.	7.00	274.80	1923.60
[illegible]	Concrete Curbs	CY	80.00	27.88	2230.40
[illegible]	Reinstall Paved End Slope	L.S.	1000	100%	1000.00

TABULATION SHEET

OREGON STATE HIGHWAY DIVISION

SHEET 2 **OF** .... **SHEETS**

113 - 117

Item #	ITEM	Units	Unit Price	Quantity	Amount
7.2	Delineators	Only	16^{00}	5	80^{00}
110	Remove Exstg Sign Post	L.S	2000	—	—
111	Wood Sign Posts	L.S	4000	4%	160^{00}
112	Sign Support Footings	L.S	24,[illegible]	2.33%	559^{20}
11[illegible]	[illegible]eakaway Sign Posts	L.S	19,000	3.67%	697^{30}
[illegible]	[illegible] "A" & "B" Signs	Sq. Ft.	11^{00}	52^{0}	572^{00}
[illegible]	[illegible] & "X" Signs	Sq. Ft	6^{00}	6.2	37^{20}
[illegible]	"[illegible]" Signs	Sq. Ft.	8^{00}	6.3	50^{40}
[illegible]	[illegible] Foundations	L.S	13,906	7.69%	1069^{68}
[illegible]	[illegible] Lighting Poles & Arms	L.S	64,575	6.74%	4350^{16} ~~[illegible]~~
[illegible]	[illegible] & Ballasts	L.S	5012	6.35%	508^{68}
[illegible]	[illegible]tching, Conduit, etc	L.S	93,097	6.35%	5910^{92}
[illegible]	[illegible]rnish & Plant Trees	Only	19^{18}	6	115^{08}
[illegible]	[illegible]rnish & Plant Shrubs	Only	5^{82}	1073	6244^{86}
[illegible]	[illegible] Conditioner	CY	7^{40}	84[illegible]	626^{26}
[illegible]	[illegible] Mulch	CY	44^{30}	20.1	890^{43}
7A #	[illegible] Asphalt w/Additive	Ton	73^{00}	120^{88}	8824^{24}
#	[illegible] for Signal Equip. Damage	L.S	−905^{00}	100%	−905^{00}
#	[illegible] for non-[illegible] Shrubs	Only	−1^{00}	4	−4^{00}
			−0^{50}	19	−9^{50}
					\$80,671^{86}

SP*82580-734

324-1963

1859

**OREGON STATE
HIGHWAY DIVISION**

REGION 2

2960 E. STATE STREET • SALEM, OREGON • 97310 • Phone 378-2626

Robert Straub
XXXXXXXXX
GOVERNOR

F. B. KLABOE
Administrator of Highways

August 15, 1977

PROJECT MANAGEMENT
PME W
LGE (W)
CCE ☐
FAE ☐
OM ☐
OPE ☐
AUG 16 1977
✓ Reynoldson (II) ___ ___
TAA ___
File: PM FA LG OP

Edward A. Sigurdson, P.E.
City Engineer
City Hall
Salem, Oregon 97301

Dear Mr. Sigurdson:

Subject: Mission Street FAU 1560
25th Street-Airport Road
Preliminary Engineering Billing

Your letter on the subject billing, dated August 4, 1977, has been reviewed.

The preliminary engineering costs should be based on the section from 25th Street to 400 feet west of Airport Road. The match ratio is 7 percent per City request.

The non-participating items include $41.52 for preparation of the final billing, and $621.29 for computer rental involved in the design of illumination. These charges are "overhead" costs and not eligible for Federal-Aid participation.

You indicated the City's desire for a final accounting when all phases of the project are completed. By copies of our correspondence, your wishes will be made known to Highway Division Accounting Unit. Preliminary indications are that a final accounting can be made.

Please take no action on the billing you received.

Sincerely,

Phillip O. Stearns

Phillip O. Stearns
REGION II FEDERAL AID ENGINEER

POS/dea
cc: Accounting
Local Government Programs Unit

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S.E.
Zip Code 97301
Department of Utilities/Public Works

August 4, 1977

Oregon State Highway Division, Region 2
2960 State Street
Salem, Oregon 97310

Attention: Mr. Phillip O. Stearns
Region Federal Aid Engineer

Dear Mr. Stearns:

Subject: Mission Street F.A.U.S. 1560
25th Street to Airport Road
Preliminary Engineering Billing

The City has received the attached billing for preliminary engineering on the subject project.

Prior to making any payment, we would like clarification on the following items:

1. The City has made advance deposits on preliminary engineering, right-of-way, and construction, phases of this project. We would much prefer to make any additional payments (or receive any refunds) based on a total project accounting instead of by phases.

2. What are the project limits these dollars are based on:
   a. 25th Street to West pavement line Airport Road
   or b. 25th Street to 400 feet west of Airport Road?

3. What City F.A.U. participation are these dollars based on, 11% or 7%. (On March 25, 1977 OSHD & City agreed to change rate from 11% to 7%.)

4. What are the "Non-participating items $662.81" shown on the itemized statement of final costs? Why are they non-participating?

We would like to have these items clarified now. However, we would like to defer exchanging any monies until all phases of the project are complete. With the change in percentage from 11% to 7%, the City will probably receive a partial refund.

Very truly yours,

Edward A. Sigurdson, P.E., City Engineer

RWL/EAS/rd

--AN EQUAL OPPORTUNITY EMPLOYER--

OREGON STATE HIGHWAY DIVISION

M 61-736-1190

HIGHWAY DIVISION INVOICE

NO. 122098

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-9-77	CC-1676		524-1963-299

SALEMCF

City of Salem
555 Liberty St. SE
Salem, OR 97310

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Preliminary engineering 25th Street-Airport Road Mission Street City of Salem Covered by Agreement dated 11/12/74			
City Advance Deposit 11/26/74			$ 550.00
City's share per attached statement			1,437.07
Amount due State			$ 887.07

RECEIVED
[illegible]

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** April 19, 1977

CITY Salem **Contract No.** P.E. **Date Completed** 4/13/77

PROJECT # M-1560(1) **Section** 25th St.-Airport Rd.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$11,567.85
Federal Aid Funds Collected	9,356.52
Difference	$ 2,211.33
Less Nonparticipating Items	662.81
Amount to be Shared by State and City	$ 1,548.52

City's Share

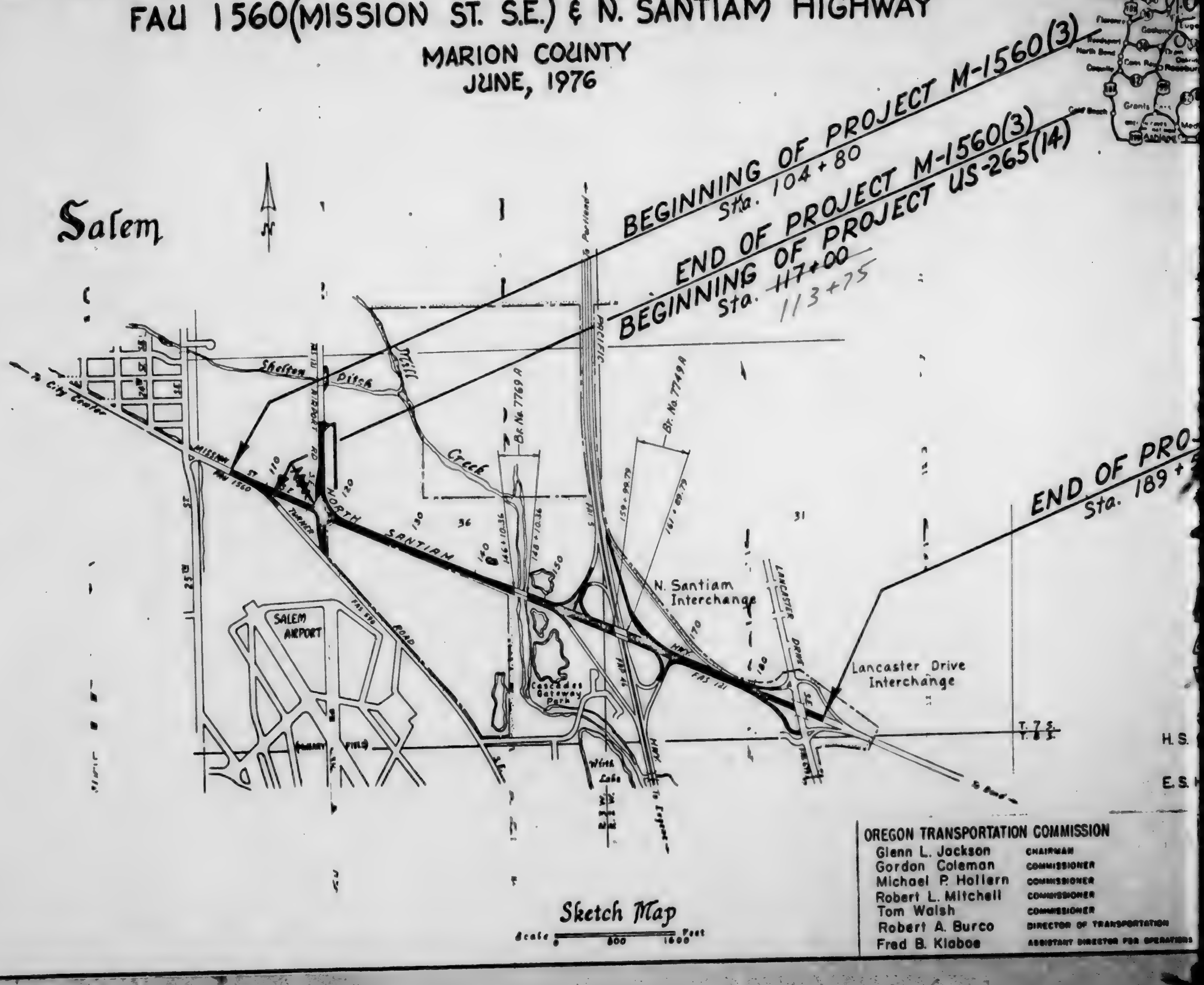
50% of $1,548.52	$ 774.26
Nonparticipating Items	662.81
City's Cost of P.E.	$1,437.07

Reference: Billing Form cc-1676

25 ST. S.E. - LANCASTER DR. INTCHGE. SEC.

FAU 1560 (MISSION ST. S.E.) & N. SANTIAM HIGHWAY

MARION COUNTY
JUNE, 1976



BEGINNING OF PROJECT M-1560(3)
Sta. 104+80
END OF PROJECT M-1560(3)
BEGINNING OF PROJECT US-265(14)
Sta. ~~117+00~~ 113+75
END OF PRO-
Sta. 189+
Salem
N
To City Center
MISSION ST
FAU 1560
Shelton Ditch
Mill Creek
AIRPORT RD
NORTH SANTIAM HWY
TURNER ROAD
SALEM AIRPORT
25 ST.
Br. No. 7769A
Br. No. 7749A
146+10.36
148+10.36
159+99.79
161+69.79
PACIFIC
To Portland
N. Santiam Interchange
Lancaster Drive Interchange
LANCASTER DRIVE S.E.
Cascades Gateway Park
Wits Lake
To Eugene
To Bend
FAS 121
T. 7 S.
T. 8 S.
110
120
130
140
150
170
180
36
31
Sketch Map
Scale 0 800 1600 Feet

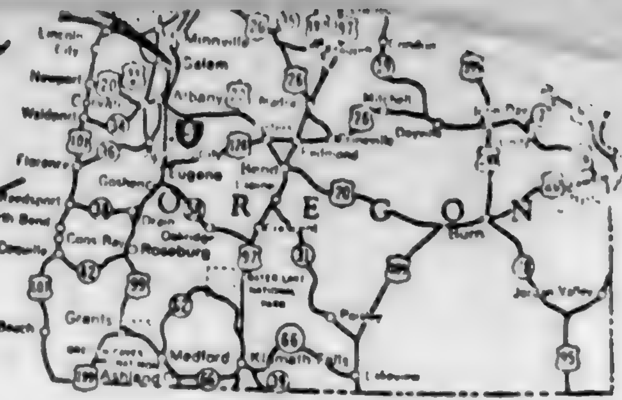
OREGON TRANSPORTATION COMMISSION

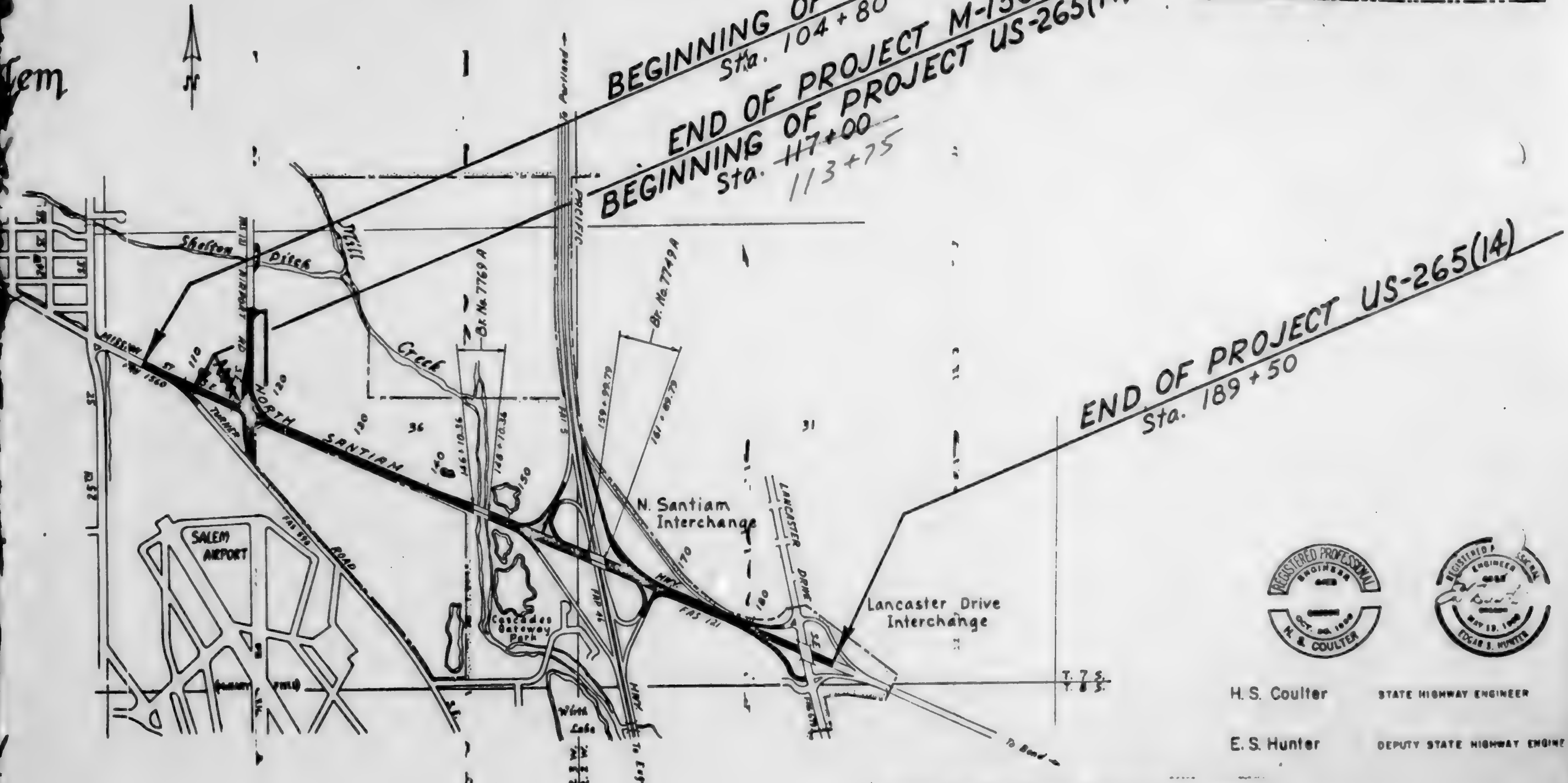
Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

S.E. – LANCASTER DR. INTCHGE. SEC.

FAU 1560 (MISSION ST. S.E.) & N. SANTIAM HIGHWAY

MARION COUNTY
JUNE, 1976


O R E G O N
Salem
Albany
Eugene
Bend
Roseburg
Grants
Medford
Ashland
Klamath Falls
Burns


BEGINNING OF PROJECT M-1560(3)
Sta. 104+80
END OF PROJECT M-1560(3)
BEGINNING OF PROJECT US-265(14)
Sta. ~~117+00~~ 113+75
END OF PROJECT US-265(14)
Sta. 189+50
Salem
Shelton Ditch
Mill Creek
MISSION ST
FAU 1560
NORTH SANTIAM HWY
TURNER
ROAD
SALEM AIRPORT
PACIFIC
To Portland
To Eugene
Br. No. 7769 A
Br. No. 7749 A
Cascades Gateway Park
Walk Lake
N. Santiam Interchange
LANCASTER DRIVE
Lancaster Drive Interchange
FAS 121
T. 7 S.
T. 8 S.
To Bend
110
120
130
140
150
170
180
36
31

Sketch Map

Scale 0 800 1600 Feet

H. S. Coulter — STATE HIGHWAY ENGINEER

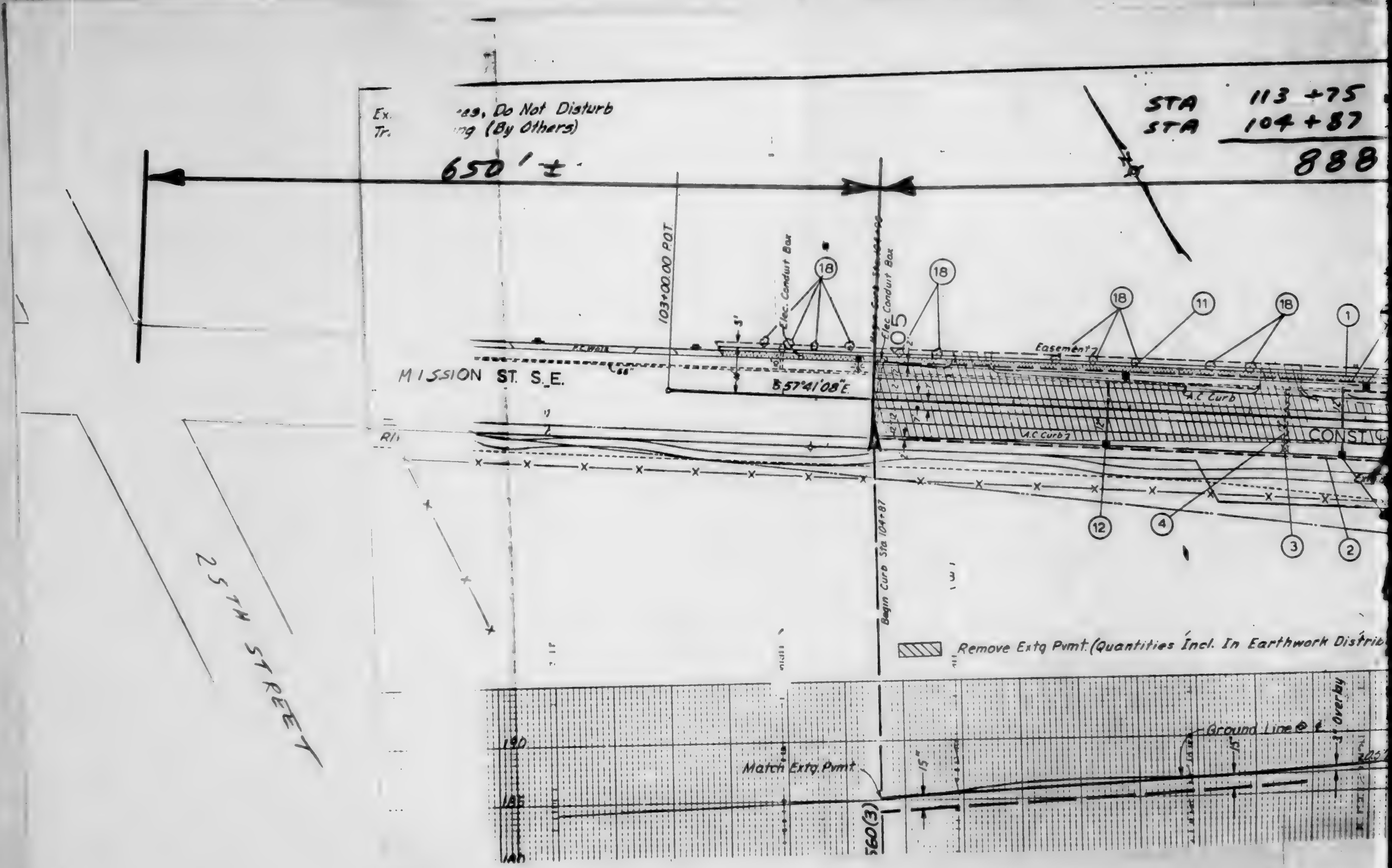
E. S. Hunter — DEPUTY STATE HIGHWAY ENGINE

OREGON TRANSPORTATION COMMISSION	
Glenn L. Jackson	CHAIRMAN
Gordon Coleman	COMMISSIONER
Michael P. Hollern	COMMISSIONER
Robert L. Mitchell	COMMISSIONER
Tom Walsh	COMMISSIONER
Robert A. Burco	DIRECTOR OF TRANSPORTATION
Fred B. Klaboe	ASSISTANT DIRECTOR FOR OPERATIONS

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DISTRICT ENGINEER — DATE


STA 113 +75
STA 104 +87
888
650' ±
Ex. …es, Do Not Disturb
Tr. …ng (By Others)
103+00.00 P.O.T.
Elec. Conduit Box
Elec. Conduit Box
405
B 57°41'08" E.
MISSION ST. S.E.
Easement
A.C. Curb
A.C. Curb
CONST
Begin Curb Sta 104+87
18
18
18
11
18
1
12
4
3
2
Remove Extg Pvmt. (Quantities Incl. In Earthwork Distrib
25TH STREET
190
186
Match Extg. Pvmt.
15"
15"
Ground Line @ ℄
3" Overlay
560(3)

12V-252

25th St. S.E.-Lancaster Dr. Intchge. Sec. FAU 1560 (Mission St. S.E.) & N. Santiam Highway Marion County				Sheet No. 3
Fed. Road Div. No.	State	Project Number	Fiscal Year	Total Sheets
10	OREGON	M-1560(3) US-265(14)		See Index

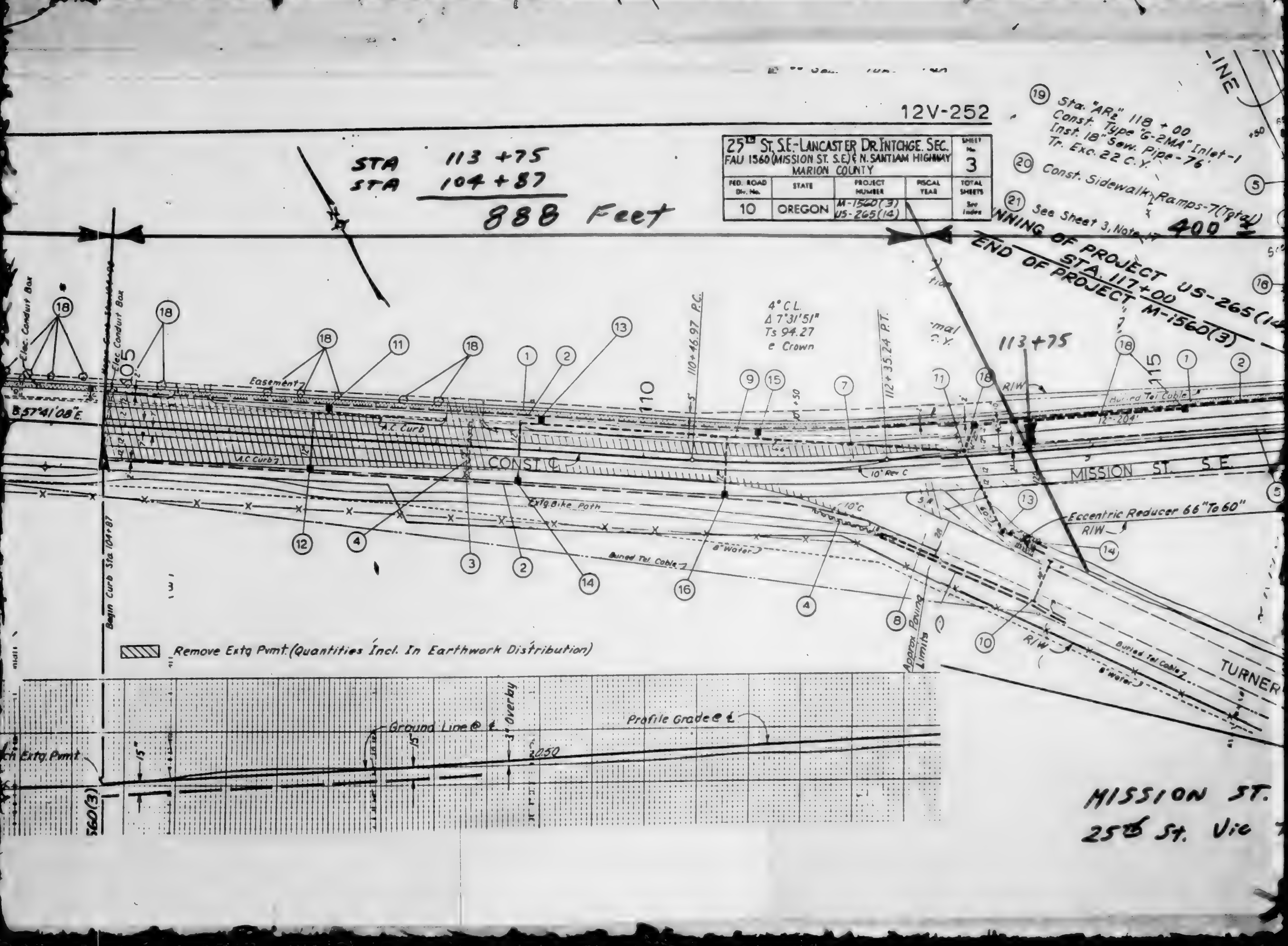
STA 113 +75
STA 104 + 87
888 Feet

⑲ Sta. "AR2" 118 + 00
Const. Type "G-2MA" Inlet-1
Inst. 18" Sew. Pipe-76'
Tr. Exc. 22 C.Y.

⑳ Const. Sidewalk Ramps-7(Total)

㉑ See Sheet 3, Note 17

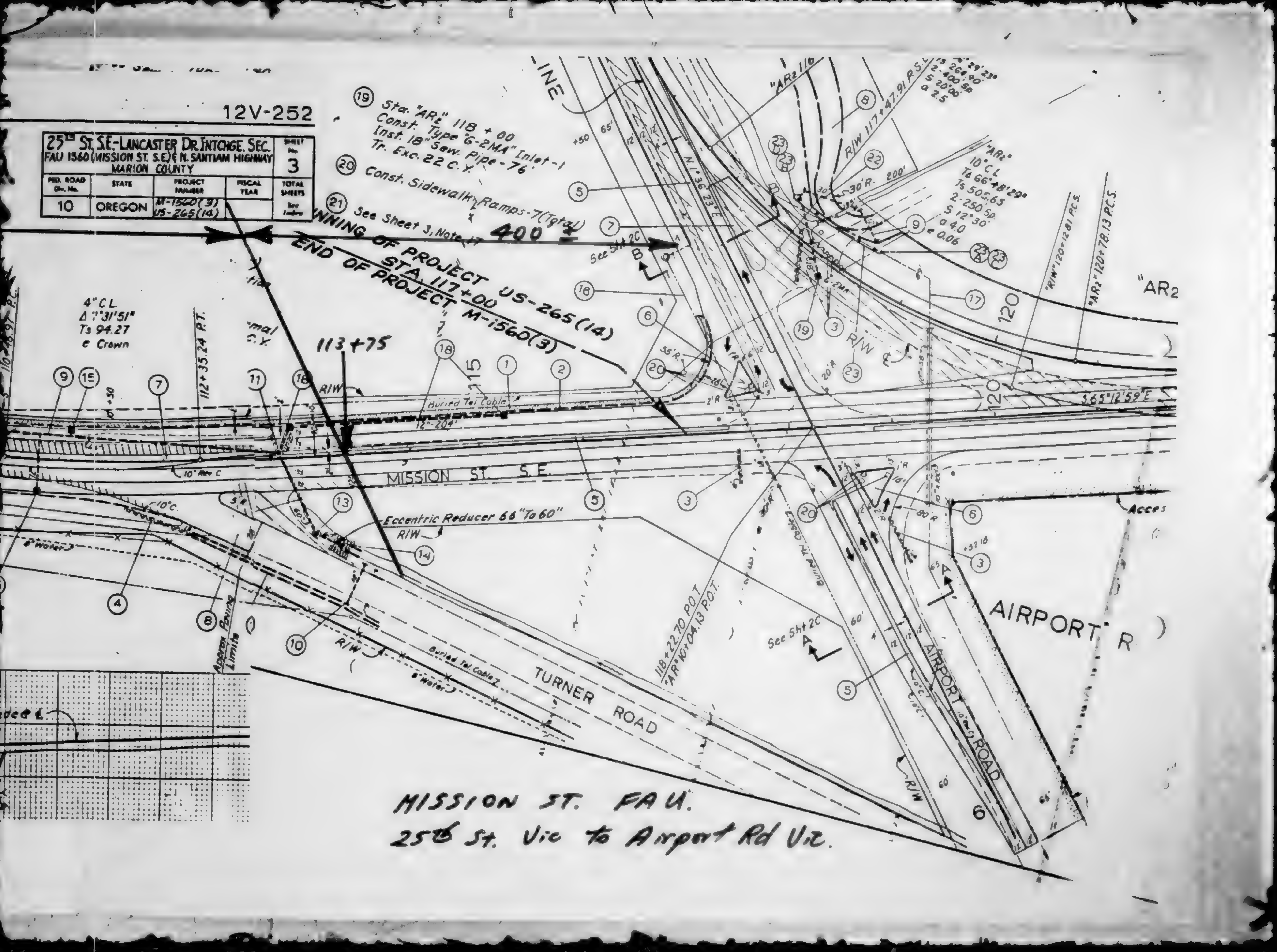
400



-INE
...NNING OF PROJECT US-265(14)
STA. 117+00
END OF PROJECT M-1560(3)
113+75
115
110
105
Buried Tel. Cable
12"-204'
R/W
MISSION ST. S.E.
CONST. ℄
Eccentric Reducer 66" To 60"
4° C.L.
Δ 7°31'51"
Ts 94.27
e Crown
110+46.97 P.C.
112+35.24 P.T.
+50
10' Rev C
10'C
Extg. Bike Path
8" Water
A.C. Curb
Easement
Elec. Conduit Box
B.57°41'08"E.
Begin Curb Sta 104+87
Approx Paving Limits
TURNER
Profile Grade @ ℄
Ground Line @ ℄
3" Overlay
.2050
15"
...ch Extg. Pvmt.
...560(3)
1
2
3
4
5
7
8
9
10
11
12
13
14
15
16
18

▨ Remove Extg. Pvmt. (Quantities Incl. In Earthwork Distribution)

MISSION ST.
25th St. Vic


"AR2 116
"AR2
120
120
-INE
N.1°36'23"E
S.65°12'59"E
R/W 117+47.91 P.S.C.
"R/W"120+12.81 P.C.S.
"AR2"120+78.13 P.C.S.
"AR2"
10' C.L.
Δ 66°48'29"
Ts 505.65
2-250 Sp.
S 12°30'
a 4.0
e 0.06
30'R.
200'
65'
+50
See Sht 2C
400 ±
113+75
115
Buried Tel Cable
12"-204'
MISSION ST. S.E.
Eccentric Reducer 66" To 60"
R/W
55'R.
20'R
80'R
Acces
AIRPORT R
AIRPORT ROAD
TURNER ROAD
Buried Tel Cable
8" Water
Approx Paving Limits
118+22.70 P.O.T.
"AR"10+04.13 P.O.T.
112+35.24 P.T.
110+16.97 P.C.
4" C.L.
Δ 7°31'51"
Ts 94.27
e Crown
10' Rev C
10'C
60'
6
① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉒ ㉓

12V-252

25th St. S.E.-Lancaster Dr. Intchge. Sec. FAU 1560 (Mission St. S.E.) & N. Santiam Highway Marion County				Sheet No. 3
Fed. Road Div. No.	State	Project Number	Fiscal Year	Total Sheets
10	OREGON	M-1560(3) US-265(14)		See Index

⑲ Sta. "AR2" 118 + 00
Const. Type "G-2MA" Inlet-1
Inst. 18" Sew. Pipe-76'
Tr. Exc. 22 C.Y.

⑳ Const. Sidewalk Ramps-7 (Total)

㉑ See Sheet 3, Note 17

BEGINNING OF PROJECT US-265(14)
STA. 117+00
END OF PROJECT M-1560(3)

MISSION ST. FAU.
25th St. Vic to Airport Rd Vic.

8388

J

THE TRAVELERS

Surety Department
Garry L. Thompson
Associate Manager

June 27, 1977

Department of Transportation
State Highway Building
Salem, Oregon 97310

Attn: Mr. C. W. Head, Commission Services

Re: Oregon State Highway Department Contract No. 8388
Contractor: J. C. Compton Company
Travelers Bond No. 531B6176

Gentlemen:

This letter will acknowledge receipt of your June 16, 1977, correspondence concerning the alleged claim of John Lockyear against J. C. Compton and The Travelers in the amount of $2,142.75 in connection with labor allegedly furnished this project.

The matter is being referred to the J. C. Compton Company for disposition, and we would appreciate your further advice as the matter is resolved.

Very truly yours,

THE TRAVELERS INDEMNITY COMPANY

Garry L. Thompson
Associate Manager

cc: J. C. Compton Company
Hansen & Rowland, Inc.
Schwab, Burdick & Hilton

RECEIVED
JUN 29 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

SEATTLE OFFICE OF THE TRAVELERS INSURANCE COMPANIES
1200 Sixth Avenue, Seattle, Washington 98101
Home Office: Hartford, Connecticut

5198

FILED
JUN 17 1977
NORMA PAULUS
SECRETARY OF STATE

Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
STATE HIGHWAY BUILDING, SALEM, OREGON 97310

June 16, 1977

RECEIVED
JUN 17 1977
NORMA PAULUS
SECRETARY OF STATE

Schwab, Burdick & Hilton
Attorneys at Law
1200 Oregon National Building
Portland, OR 97205

Attention: Frank H. Hilton, Jr.

Gentlemen:

Reference is made to your letter of June 9, 1977, with attached claim of John Lockyear stating that they have a claim in the amount of $2,142.75 against the bond taken from J. C. Compton Co. and the Travelers Indemnity Company.

This appears to be in reference to the J. C. Compton Company Contract No. 8388, 25th Street S.E.-Lancaster Drive Interchange Section, in Marion County.

The Travelers Indemnity Company furnished the bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please let us know when this claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

NOTED
C. W. HEAD

CWH:dda

cc The Travelers Indemnity Company
Surety Department
707 S.W. Washington Street
Portland, OR 97205

Hansen & Rowland, Inc. of Oregon
1929 Georgia Pacific Building
Portland, OR 97204

J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

NOTED ON CARD
6-20-77
dda

SCHWAB, BURDICK & HILTON
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
FRANK H. HILTON, JR.

June 9, 1977

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

State of Oregon
Department of Transportation
State Highway Building
Salem, Oregon 97310

Attention: Commission Services

Re: Contract No. 8388
J. C. Compton Company

Gentlemen:

Enclosed is a claim against the bond given by J. C. Compton Company in connection with the above contract.

Would you kindly have the Secretary of the Commission acknowledge receipt of this notice.

Yours very truly,

Frank H Hilton Jr

Frank H. Hilton, Jr.

FHH/jls
Enclosure

NOTED
C. W. HEAD

RECEIVED
JUN 10 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CLAIM

To:

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION

NOTICE is hereby given that the undersigned JOHN LOCKYEAR has a claim for labor furnished to J. C. COMPTON COMPANY, an Oregon corporation, hereinafter referred to as the contractor. The claim is in the sum of $2,142.75 against the bond taken from the contractor and the Travelers Indemnity Company, surety, for Contract No. 8388 awarded to J. C. Compton Company for work on the 25th Street, S.E. - Lancaster Driver interchange, Section of FAU 1560 and the North Santiam Highway in Marion County.

DATED this 9th day of June, 1977.

John Lockyear

RECEIVED
JUN 10 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

8388

STATE COPY 2

TO BE COMPLETED BY FHWA	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	orm Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 6-57		State Oregon
PROJECT REPORT NUMBER	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT 6-8-77	County Marion
MODIFICATION NUMBER 2		Project Number M-1560(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on August 16, 19 76,

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 346,097.00	$ 346,097.00
Federal funds	$ 270,613.00	$ 296,951.00
Other revisions		

This modification is made for the following reasons:

Increase federal aid pro rata to 85.8%

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 8th day of June, 19 77.

Oregon State Highway Division
(Official name of Highway Agency)

By ES Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

88717

Oregon State Highway Division
Salem, Oregon, June 2, 1977

Federal Aid Project
No. M-1560(3)

25th St.-Airport Road Unit
City Street in Marion County

Revised Project Agreement Estimate

Type Code 6203
Roadway (Sta. 104+80 to Sta. 117+00)

Total same as previous estimate of February 14, 1977	$346,097.00

Length of Project - - - - - - - - - - - 0.231 Miles

Cost of Roadway Per Mile- - - - - - - $1,498,255.41

Federal Funds	$296,951.00
State Funds	26,073.00
City Funds	26,073.00
Total	$346,097.00

Group 3	10%
Contract No.	8388
Prefix No.	124-1014
Pro Rata	85.8%

STATE COPY

rm Approved; O M B No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 2-94

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. DEPARTMENT OF TRANS. ORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

2. 17. 77

State Oregon

County Marion

Project Number M-1560(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties

and executed by the Division Administrator on August 16, , 1976

is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 304,785	$ 346,097
Federal funds	$ 238,311	$ 270,613
Other revisions		

This modification is made for the following reasons:

To include increase in bid item qunatities and additional approved items of work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17th day of February, 1977.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Ed Hunter

Deputy State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: G. L. Green

Form PR-2A
(Rev. 10-75)

Previous editions are obsolete

58717

Oregon State Highway Division
Salem, Oregon, February 14, 1977

Federal Aid Project
No. M-1560(3)

25th St.-Airport Road Unit
City Street In Marion County

Revised Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 104+80 to Sta. 117+00)

Subtotal on previous Estimate of August 6, 1976			$277,077.66

Previous Estimate

Furnishing and Placing Topsoil	175 Cy.Yd.	6.00	1,050.00
Aggregate Shoulders	300 Ton	2.75	825.00
Class "B" or Class "C" Asphalt Concrete Mixture	6,000 Ton	8.50	51,000.00
Asphalt Cement in Mixture	470 Ton	70.00	32,900.00
Concrete Walks	720 Sq.Yd.	7.00	5,040.00
			$ 90,815.00

Revised Estimate

Furnishing and Placing Topsoil	1,660 Cu.Yd.	6.00	9,960.00
Aggregate Shoulders	1,450 Ton	2.75	3,987.50
Class "B" or Class "C" Asphalt Concrete Mixture	7,360 Ton	8.50	62,560.00
Asphalt Cement in Mixture	Deleted by PA #4		-
Concrete Walks	1,000 Sq.Yd.	7.00	7,000.00
PA 4 AR 4000 Asphalt with Additive in Mixture	14 Ton	76.00	1,064.00
PA 4 AR 8000 Asphalt with Additive in Mixture	600 Ton	73.00	43,800.00
			$128,371.50
	Increase		37,556.50
	Subtotal		$314,634.16
	Engineering		31,462.84
	TOTAL		$346,097.00

Length of Roadway 0.231 Mile
Cost of Roadway Per Mile $1,498,255.41

Federal Funds	$270,613.00
State Funds	37,742.00
City Funds	37,742.00
TOTAL	$346,097.00

Group 3 - 10%

Contract No. 8388

Prefix 124-1014

ROBERT W STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 27, 1977

U.S. National Bank
McMinnville Branch
PO Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of redemption for receipt #152179 savings certificate 305031 and reallocation of funds.

Summary:

	Prior Allocation		Amount of	New Allocation	
Contract	Amount	Rec.#	Change	Amount	Rec#
8060	$25,000	150202	-0-	$25,000	150202
8146	70,000	146129	5,000	75,000	146129
	5,000	152170	(5,000)	-0-	-0-
	75,000		-0-	75,000	
8199	10,000	146108	-0-	10,000	146108
	30,000	150120	-0-	30,000	150120
	40,000			40,000	
8222	2,000	150120	-0-	2,000	150120
	3,000	150202	-0-	3,000	150202
	5,000			5,000	
8236	15,000	146108	(15,000)	-0-	-0-
	30,000	146129	(20,000)	10,000	146129
	5,000	150120	(5,000)	-0-	-0-
	50,000		(40,000)	10,000	
8383	27,000	152170	(27,000)	-0-	-0-
8384	500	150120	(500)	-0-	-0-
8388	35,500	150120	5,500	41,000	150120
	72,000	150202	-0-	72,000	150202
	30,500	152170	(30,500)	-0-	-0-
	-0-	-0-	15,000	15,000	146108
	-0-	-0-	10,000	10,000	146129
	138,000		-0-	138,000	
8464	-0-	-0-	5,000	5,000	146129

[illegible]ED
C. W. HEAD

Vernon E. Skoog
Controller

by ______________________
James J. Kinns
Contract Accounting Executive

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

cc: J.C. Compton Company

JJK:mm

cc

OREGON STATE
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

NO. 122098

FORM 91-724-1190

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
5-9-77	CC-1676		324-1963-299

SALEMCF

City of Salem
555 Liberty St. SE
Salem, OR 97310

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Preliminary engineering 25th Street-Airport Road Mission Street City of Salem Covered by Agreement dated 11/12/74			
City Advance Deposit 11/26/74			$ 550.00
City's share per attached statement			1,437.07
Amount due State			$ 887.07

CT MANAGEMENT

AY 10 '77

REFER TO Hal
H

FOR

☒ Info
☐ Investigate
☐ R/D
☐ Action
☐ File
☐ Letter
☐ See me

ROBERT W. STRAUB
GOVERNOR

Oregon State Highway Division

HIGHWAY BUILDING, SALEM, OREGON 97310

May 8, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re: J.C. Compton Company

We have received your notification of the changes in allocation on safekeeping receipt #146129.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	---	$ 25,000
8146	75,000	(40,000)	35,000
8199	40,000	---	40,000
8222	5,000	---	5,000
8236	10,000	---	10,000
8388	138,000	---	138,000
8435	---	12,000	12,000
8464	5,000	15,000	20,000
8482	---	13,000	13,000

Vernon E. Skoog
Controller

by ___________________________
James J. Kinns
Contract Accounting Executive

JJK:mm

cc: J.C. Compton Company

bc: C.W. Head
R. Church
C.W. Barrett, Jr.(Att.)

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

OREGON STATE HIGHWAY DIVISION

Form 81-734-1191

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Salem
555 Liberty St., S. E.
Salem, Oregon 97301
Attention of

Request No. (assigned by staff engineer or head of section) cc-1676

Date April 19, 1977

Payer's Order No. (if any)

Highway Div. Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: Preliminary Engineering
25th Street-Airport Road
Mission Street
City of Salem
Covered by Agreement dated 11/12/74

Itemized Statement: Preliminary Engineering Advance Deposit $550.00

Quantity	Unit	Description	Unit Price	Amount
		City's Advance Deposit 11/26/74	$ 550.00	
		City's Share per attached Statement	1,437.07	
		Amount Due State		$887.07
		(Attach Itemized Statement to Invoice)		

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Highway Division to guarantee payment, indicate the amount of the deposit. $ 550.00

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 324-1963-299

Submitted by: F. Hildebrandt
F. F. Hildebrandt

Approved:
Regional Engineer

Approved:
Section Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the regional engineer to the staff engineer or section head. Staff engineer or section head will forward original copy to the Accounting Section. Additional copies may be prepared for and retained by the region office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Section.

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** April 19, 1977

CITY Salem **Contract No.** P.E. **Date Completed** 4/13/77

PROJECT # M-1560(1) **Section** 25th St.-Airport Rd.

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Preliminary Engineering	$11,567.85
Federal Aid Funds Collected	9,356.52
Difference	$ 2,211.33
Less Nonparticipating Items	662.81
Amount to be Shared by State and City	$ 1,548.52

City's Share

50% of $1,548.52	$ 774.26
Nonparticipating Items	662.81
City's Cost of P.E.	$1,437.07

Reference: Billing Form CC-1686

4-19-77

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                       [illegible]                                                         [illegible]
          324   1943   [illegible]  [illegible] P 1                                          219.12
          324   1943   [illegible]  [illegible] P 1                                        2,607.70
          324   1943   900          00 N 1                                                   74.65CR
                       TOT          P1                                   818.30CR        64,992.89
                       TOT          N1                                                      145.40
                       ** JOB TOTALS **                  **              818.30CR**      65,138.29  **

H ST-AIRPORT RD (SALEM)    CONT NO      FA PROJ NOS M   S400D1 100                                  S
          324   1963   [illegible]  [illegible] M 9 State  [illegible]  [illegible]     9,[illegible]
          324   1963   [illegible]  [illegible] M 9 Fed    [illegible]  846.40          9,[illegible]
          324   1963   501          [illegible] P 1 ENG.                                 [illegible]
          324   1963   [illegible]  [illegible] M 1 ENG                 [illegible]      [illegible]
          324   1963   [illegible]  [illegible] P 1 Final Design                     4,[illegible]
          324   1963   [illegible]  [illegible] P 1 Bridge "                         3,[illegible] 47
          324   1963   [illegible]  [illegible] M 1 Bridge "                           [illegible]
          324   1963   [illegible]  [illegible] P 1 R/w Desc                           [illegible]
          324   1963   912          [illegible] P 1 Landscape                      1,[illegible]
          324   1963   [illegible]  [illegible] P 1 Recon + Hyd.                       [illegible]
          324   1963   [illegible]  [illegible] P 1 Environmental                      [illegible]
          324   1963   [illegible]  [illegible] P 1 D.O.T.                             [illegible]
          324   1963   [illegible]  [illegible] P 1 Training Course                    [illegible]
                       TOT          P1                                                 [illegible]
                       TOT          M1                                  [illegible]    [illegible]
                       ** JOB TOTALS **                  **             [illegible] ** 11,[illegible] **

IS ST-R/R X-ING (SALEM)    CONT NO      FA PROJ NOS [illegible]  [illegible] 100                   S
          324   1964   [illegible]  00 M 3                              [illegible]      [illegible]
          324   1964   [illegible]  00 M 3                              [illegible]      [illegible] 67
          324   1964   [illegible]  [illegible] P 1                                      [illegible]
          324   1964   [illegible]  00 M 1                              [illegible]      [illegible]
          324   1964   [illegible]  00 P 1                                                29.70
                       TOT          P1                                  [illegible]      [illegible] 41
                       ** JOB TOTALS **                  **             [illegible] **   [illegible] 41 **

[illegible] AVE @ SPRR XING    CONT NO      FA PROJ NOS EXP S[illegible] 100                         S
          324   1969   263          00 P 1                                                353 68
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FINALED FA PROJECTS

FAP No.	Contr. No.	Prefix	Description	FA Funds	Date
M-1560(1)	P.E.	324-1963	25th St.-Airport Rd (Salem)	9,356.52	4-13-77
FG-56(4)	S.F.O.	22-1039	Harrisburg (M.P. 28.2) RR X'ing.	29,566.27	"
U-73(20)	8180	34-1069	S.W. Canterbury Lane-Tualatin R.	243,338.40	"
FF-U-RF-RS NHI-ET-76(1)	—	—	Education & Training	120,766.01	"
RS-561(2)	P.E.	528-1957	Decker Rd.-Jackknife Cr.	11,021.03	"
RF-144(14)	P.E.	21-1963	Yachats River Bridge	5,166.82	"
I-5-3(104)	8315	620-1072	Gettings Creek SRA	18,369.39	"
FG-160(5)	S.F.O.	26-1096	N. Harding St.-N. Thompson St. (Port.)	8,718.54	"
RF-72(6)	8085	33-1008	Cow Canyon SRA	349,942.89	"
RS-605(1)	P.E.	521-1973	Old Hwy. 101-Rose Lodge	2,805.48	"
HHS-19(7)	S.F.O. P.E.	24-1005 24-1986	Pacific Hwy. E. at Hyacinth St. N.E. (Salem)	10,880.21	"
U-RF-240(4)	7990	34-1064 34-1097	Forest Grove	2,137,195.84	"
	8112	34-1066 34-1096			

Rec'd
4/14/77

FINALED FA PROJECTS

FAP No.	Contr. No.	Prefix	Description	FA Funds	Date
F-RF-121(2)	7262	4-1003	Fern Hill - Burnside	1,517,237.33	12-2-76
F-121(3)	P.E.	4-1996	Tongue Pt. - Fern Hill	54,958.26	"
US-265(11)	P.E.	124-1968	Airport Rd. - Lancaster Dr.	76,935.70	"
RF-148(17)	P.E.	13-1979	Sage Hen Hill - Hines	29,346.95	"
RF-156(23)	8022	3-1030	Boring Rd. Interchge.	50,799.49	"
RF-182(6)	P.E.	12-1996	Forest Boundary - Little Beach Cr.	1,526.00	"
DP-F-29(20)	P.E	10-1930	Slater Cr. - Mystic Cr.	217,367.44	"

8388

15

THE TRAVELERS

Surety Department
Garry L. Thompson
Associate Manager

April 13, 1977

Department of Transportation
State Highway Building
Salem, Oregon 97310

Attn: C. W. Head, Commission Services

Re: Oregon State Highway Department Contract No. 8388
Contractor: J. C. Compton Company
Travelers Bond No. 531B6176

Gentlemen:

This letter will acknowledge receipt of your March 30, 1977 correspondence concerning the alleged claim of General Electric Supply Company against J. C. Compton Company and The Travelers in the amount of $65,884.50 in connection with materials allegedly supplied this project.

The matter is being referred to the J. C. Compton Company for disposition, and we would appreciate your further advice as the matter is resolved.

Very truly yours,

Garry L. Thompson

Garry L. Thompson
Associate Manager

cc: J. C. Compton Company
Hansen & Rowland, Inc.
General Electric Supply

GLT:ba

[illegible]
C. W. HEAD

RECEIVED
APR 18 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SEATTLE OFFICE OF THE TRAVELERS INSURANCE COMPANIES
1200 Sixth Avenue, Seattle, Washington 98101
Home Office: Hartford, Connecticut

5147

FILED
MAR 31 1977
NORMA PAULUS
SECRETARY OF STATE

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 30, 1977

RECEIVED
MAR 31 4 49 PM
NORMA PAULUS
SECRETARY OF STATE

General Electric Supply Co.
A Division of General Electric Co.
1212 First Avenue South
Seattle, WA 98124

Gentlemen:

This will acknowledge receipt of your Notice of Unpaid Claim in the amount of $65,884.50 against the bond posted by J. C. Compton Co. as principal, and The Travelers Indemnity Company as surety, for traffic signal poles and accessories, luminaires, lamps and panels.

4-5-77 dda

From the description given in the attachment, this appears to be in connection with the J. C. Compton Co., Contract No. 8388 in Marion County.

The Travelers Indemnity Company through Hansen & Rowland, Inc., furnished the bond on this contract. We will advise them of receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when this matter has been satisfied.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:sr

NOTED
C. W. HEAD

cc The Travelers Indemnity Co.
Surety Department
707 S.W. Washington St.
Portland, OR 97205

J. C. Compton Co.
P. O. Box 86
McMinnville, OR 97128

RECEIVED
APR 4 1977
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

bc Secretary of State ✓ - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTICE OF UNPAID CLAIM

(Oregon Public Works)

TO: OREGON STATE HIGHWAY DEPT.
(Name of public body)
HIGHWAY ADMIN. BLDG
(Address)
SALEM, OREGON

NOTICE IS HEREBY GIVEN that the undersigned has a claim in the amount of $65,884.50 Dollars ($) against the bond posted by J. C. Compton Co. (Name and address of contractor or subcontractor) as principal, and The Travelers Indemnity Company (Name of bonding company) as surety, for traffic signal poles and accessories, luminaires, lamps & panels. (Brief description of labor, services and/or materials on which claim based)

and against any amount yet unpaid to the above contractor or subcontractor by reason of his contract with said public body for the above-described labor, services and/or materials.

Dated this 24th day of MARCH, 19 77.

Name of Claimant firm GENERAL ELECTRIC SUPPLY CO.
A Div. of General Elec. Co.
Address 1212 First Avenue South
Seattle, Washington 98124

Signature of owner or officer J. L. Carlson
J. L. Carlson, Region Mgr.
Credit & Collections
Title

cc: J. C. Compton Co.
Travelers Indem. Co.
Hansen Elec. Co.

Form No. OR-5 (8-69)

OTICE OF CLAIM ON PAYMEN OND

(Oregon Public Works)

STATE OF OREGON }
MARION County } ss.

TO: J. C. COMPTON COMPANY
contractor
1305 LAFAYETTE AVENUE
McMINNVILLE, OREGON
address

YOU ARE HEREBY NOTIFIED that the undersigned, GENERAL ELECTRIC SUPPLY COMPANY A Div. of General Electric Co., has a claim in the sum of $65,884.56 dollars ($) due against the bond taken from J. C. Compton Co., as principal, and The Travelers Indemnity Co., as surety, for the work or labor and materials performed or furnished by me on 25th St. to S. E. Lancaster Drive, Salem, Oregon (OSHD #8388) (brief legal description of the property upon which bond was taken)

YOU ARE FURTHER NOTIFIED that the undersigned performed labor and/or furnished materials consisting of the following:

Traffic signal poles and accessories, luminaires, lamps & panels

That the labor and/or materials above described were performed and/or furnished by virtue of and for use in the performance of that certain contract between the principal and public body above described, to wit:

25th St. to S. E. Lancaster Drive, Salem, Oregon
OSHD #8388

That said materials and/or labor were furnished to and received by Hansen Electric Co., 1129 S. E. 199th Avenue, Portland, Oregon with authority to receive the same and that a claim for payment therefore is hereby asserted against you:

That the last performance of labor and/or furnishing of materials by the undersigned was on the 11th day of February, 19 77, which labor was performed and/or materials were furnished as follows:

Traffic signal poles and accessories, luminaires, lamps & panels

You are notified and notice is sent pursuant to and in compliance with the laws of the State of Oregon, as set forth in ORS 279.526 and the amount above claimed as due and owing is that sum remaining after due allowance for all just credits and offsets. *

Dated this 24th day of March, 19 77.

GENERAL ELECTRIC SUPPLY CO.
A Div. of General Electric Co.
(claimant)

1212 First Avenue South
Seattle, Washington 98124
(address)

J. L. Carlson, Reg. Mgr. Credit & Collections

cc: Travelers Indemnity Co.
Hansen Electric Co.
Oregon State Hwy Dept.

Return Receipt
No. ________

(Give to contractor within 90 days from the date on which the person first performed his labor and/or furnished his materials. It is suggested a copy also be sent to the surety. Serve personally or by mailing by registered or certified mail, postage prepaid, with return receipt requested.)

Form No. OR-8 (3-70) *This notice shall be sufficient to place you on notice of the continuing claim of General Elec. Supply Co., A Div. of General Elec. Co., for such additional material furnished and/or billed until this claim and the additional materials furnished and/or billi

Form 81-734-1106

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. 8588

Order No. 8

Section 25th St. SE-Lancaster Drive Interchange

Date March 24, 19 77

Highway FAU 1560 & North Santiam

F.A.P. No. M-1560(3) & US-265(14)

County Marion

Prefix 124-1014

Account No. 279-08

Description of Work To Be Done:

Extend Establishment Period for one year beyond the contract date. This will be the fall of 1977 to the fall of 1978. Work is to consist of fertilizing, herbecides, watering, plant replacement and pruning as needed during the above shown time period.

Location by Station Numbers:

114 - 146 (includes future city parking from 114- the Turner Road junction to Airport Road.)

Estimate of Quantities and Costs:

Equipment Rental	$ 500.00
Materials	$ 500.00
Labor	$ 2000.00
Total	$ 3000.00

FHWA-ORE DIV APPROVED EFFEC. 7-1-77

Explanation:

Second year Establishment as provided in letter from Mr. Versteeg to Mr. Hunter - Date 1/4/77 and Mr. Versteeg to Mr. Sheldrake - Date 2/1/77. Work to be done by State Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $3058911.81

Present estimate of project cost, including $3000.00 for work under this order $3058911.81

Expected under-run / over-run (amount) $ —

Expected under-run / over-run (per cent) —

Space to right of this line is for use of Salem Office

Submitted by: Resident Engineer

Approval Recommended: Regional Engineer

Approval Recommended: For Construction Engineer or Bridge Engineer

Approved: for Construction Engineer

6-6-77

SP*79092-734

Form A [illegible]

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contract No. [illegible]

Order No. 3

Section 25th St. - Lancaster Dr. Intchge. Date 3 / 22, 19

Highway F A U - 1560 & North Santiam F.A.P. No. M - 1560 (3) & US - 265

County Marion Prefix 124 - 1014 Account No. 279 (09)

Description of Work To Be Done:

Extend establishment period for one year beyond the contract dates. This will cover the period from the Fall of 1977 through the Fall of 1978. The work to consist of fertilizing, herbecides, watering, plant replacement and pruning as needed during the one year extension.

Location by Station Numbers:

100 + 00 - 112 + 00

Estimate of Quantities and Costs:

Equipment	$ 200.00
Materials	$ 200.00
Labor	$ 1117.00
Total	$ 1517.00

FHWA-ORE DIV APPROVED EFFEC. 2-1-77

Explanation: Second year maintenance on the portion of the landscape work from westerly end of the project to Turner Road on the portion which is under irrigation. Authority; from Mr. Versteeg's letter to Mr. Hunter Date - 1/4/77 and to Mr. Sheldrake Date - 2/1/77. The work on this section to be done by City Forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After final approval, two copies will be sent to the Regional Engineer and one copy to the Resident Engineer.

Project authorization $ 3058911.81

Present estimate of project cost, including $ 1517.00 for work under this order $ 3058911.81

Expected under-run / over-run (amount) $ —

Expected under-run / over-run (per cent) —

Space to right of this line is for use of Salem Office

Submitted by: Loren A. Weber Resident Engineer

Approval Recommended: A. O. Kimit Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved: John P. Burg for Construction Engineer

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

March 11, 1977

U.S. National Bank
McMinnville Branch
P.O. Box 600
McMinnville, OR 97128

Attention: Peggy J. Mathews
Gen. Loan Officer

Re; J.C. Compton Company

We have received safekeeping receipt 152162 for savings certificate 295317 in the amount of $62,500. This replaces safekeeping receipt 150291 for savings certificate 284145 in the amount of $285,000.

In accordance with our letters authorization the reduction in retainage requirements on various projects and your letter of March 1, 1977 following is a summary of projects and deposits:

Prior Allocation			Amount Changed This Transaction	New Allocation	
Contract	Amount	Rec.#		Amount	Rec.#
8060	$ 25,000	150202	-0-	$25,000	150202
8146	72,000	150202	(72,000)	-0-	
	70,000	146129	-0-	70,000	146129
	73,000	150120	(73,000)	-0-	
	26,000	150291	(26,000)	-0-	
	-0-		5,000	5,000	152162
	$241,000		(166,000)	$75,000	
8199	10,000	146108	-0-	10,000	146108
	62,000	150291	(62,000)	-0-	
	-0-		30,000	30,000	150120
	72,000		(32,000)	40,000	
8222	3,000	150202	-0-	3,000	150202
	22,000	150291	(22,000)	-0-	
	-0-		2,000	2,000	150120
	25,000		(20,000)	5,000	

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

8236	$ 30,000	146129	-0-	$ 30,000	146129
	15,000	146108	-0-	15,000	146108
	5,000	150291	(5,000)	-0-	
	-0-		5,000	5,000	150120
	50,000		-0-	50,000	
8383	27,000	150291	(27,000)	-0-	
	-0-		27,000	27,000	152162
	27,000		-0-	27,000	
8384	25,000	150291	(25,000)	-0-	
	-0-		500	500	150120
	25,000		(24,500)	500	
8388	118,000	150291	(118,000)	-0-	
	-0-		30,500	30,500	152162
	-0-		35,500	35,500	150120
	-0-		72,000	72,000	150202
	118,000		20,000	138,000	
Totals	583,000		(222,500)	360,500	
Security Summary					
	$ 25,000	146108	-0-	$ 25,000	146108
	100,000	146129	-0-	100,000	146129
	73,000	150120	-0-	73,000	150120
	100,000	150202	-0-	100,000	150202
	285,000	150291	(285,000)		
	-0-		62,500	62,500	152162
	$583,000		(222,500)	$360,500	

V.E. Skoog
Controller

by ______________________
James J. Kinns
Contract Payment Executive

JJK:mm

cc: J.C. Compton

bc: C.W. Head
R. Church
C.W. Barrett (Att)

NOTED
C. W. HEAD

CITY
OF SALEM,
OREGON
City Hall / 555 Liberty St. S E.
Zip Code 97301

Department of Utilities/Public Works

March 7, 1977

Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: George Hopkins
Project Management

Gentlemen:

Subject: Mission Street - F.A.U. 1560
25th Street to Airport Road
Contract 8388
Federal Aid Match Ratio

This is in response to F. B. Klaboe's letter to all cities, etc., dated October 14, 1976, concerning Federal Aid Match Ratios.

The City of Salem and OSHD have an existing project agreement for the subject project dated October, 1974. This agreement was set up on the 78% - 22% basis.

We request that the match ratio be changed to 86% FHWA, 7% OSHD, 7% City. This should be made to all phases of the project: Preliminary Engineering, Right-of-way acquisition, and Construction. ✓

Very truly yours,

Ed Sigurdson

Edward A. Sigurdson, P.E.
City Engineer

PROJECT MANAGEMENT

MAR 11 '77

REFER TO:

FOR

Info	Investigate	R/D	Action	File	Letter	See me
			X			

RWL/EAS/rd

cc: Phillip O. Stearns,
OSHD Region 2 Federal Aid Engineer

Copy To: C. Laux,
R. Haeck

Hw-FRED

✓ NOTED
MINOR C. HOLMES

8255

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

January 12, 1977

U.S. National Bank
P.O. Box 600
McMinville, OR 97128

Attention: Peggy J. Mathews
General Loan Officer

Re: J.C. Compton

We received your safekeeping receipt 150291 covering savings certificate #284145 for $285,000 which replaces matured certificate #284021 for $440,500.

Security Summary:

Contract	Prior Total	This Transaction	New Total
8060	$ 25,000	-0-	$ 25,000
8146	241,000	-0-	241,000
8199	72,000	-0-	72,000
8222	25,000	-0-	25,000
8236	265,500	(215,500)	50,000
8383	12,000	15,000	27,000
8384	15,000	10,000	25,000
8388	83,000	35,000	118,000

Vernon E. Skoog,
Controller

By ______________________
James J. Kinns
Contract Payments Executive

JJK:mm

cc: J.C. Compton

bc; C.W. Head (Att.) ✓
R. Church
C. Barrett (Att.)

NOTED
C. W. HEAD

A DIVISION OF THE DEPARTMENT OF TRANSPORTATION

UNITED STATES NATIONAL BANK OF OREGON
SAFEKEEPING RECEIPT

150291

Branch McMinnville No. 17

DATE Jan. 10, 1977

For The Account of Oregon State Highway Division

DISPOSITION OF PROCEEDS
☐ CR. CKNG. Acc't
☐ CR. SVNG. Acc't
☐ Remit

DEPOSITED BY J. C. Compton Co.

$285,000.00 U. S. Bank Savings Cft. #284145 dtd 1-10-77 due 2-9-77
5.0%in name of J. C. Compton Co. endorsed by J. C. Compton Co.
(renewal of cft. #284021)
in lieu of retainage for

job #8146	$26,000	#8384	$25,000
8199	62,000		
8222	22,000		
8236	5,000		
8388	118,000		
8383	27,000		

Funds in this certificate to be released to J. C. Compton Co. only upon written notice to disburse from Oregon State Highway Division

If the securities covered by this receipt are in temporary form, they may be exchanged for definitives or if the same mature or are called for payment, they may be entered for collection through the usual channels without further instructions, subject to the conditions printed on the back hereof which, by the acceptance hereof, are hereby agreed to by the party to whom this receipt is issued. We assume no responsibility for the exercise of any options or privileges inuring to the owners of any of the above at the maturity thereof or prior thereto unless seasonably instructed in writing by the owner.

NOT NEGOTIABLE

10-268 7/74

Customer Copy

8275

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
January 4, 1977

FILE:

RECEIVED
STATE HWY ENGR
JAN 5 '77
REFER TO

FROM: J. H. Versteeg
J. H. Versteeg
Road Design Engineer

SUBJECT: Landscape Project
Second Year Plant
Establishment

TO: Mr. E. S. Hunter
Deputy State Highway Engineer

The F.H.W.A., by letter of December 13, 1976, approved the second year establishment program that would include fertilizing, herbicides, watering, plant replacement and pruning by State forces. Project agreements for ongoing contracts which meet the criteria in Federal Highway Program Manual 7-6-3-4f(2)(b) may be modified to include the second year plant establishment period. The following list of projects and estimate second year maintenance have been identified.

Order Number	Project Name	Contract Number	Completion Date	Maintenance District	Amount
1	Smith Point (Astoria) Sec.	8237	6-24-76	1	$ 1,700.00
2	Idaho Ave. Int. (Ontario) Sec.	8345	7-16-76	14	$ 2,500.00
3	Siskiyou Safety Rest Area	8198	7-29-76	8	$ 1,200.00
4	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	City of Salem	$ 1,400.00
5	25th Street-SE Lancaster Dr. Int.	8388	6-30-77	3	$ 1,800.00
6	Chemawa Rd.-Hayesville Int.	---- ----	6-30-77	3	$ 1,000.00
7	Baldock Safety Rest Area	8263	6-30-77	3	$11,000.00
8	Lebanon Rd.-Butte Creek Sec.		6-30-77	4	$ 3,500.00
9	Butte Creek-Halsey Int. Sec.		6-30-77	4	$ 3,500.00

NOTED
S. HUNTER

cy-Rubin - pls proceed as authorized. ESH

cc Versteeg 1-7-77

After F.H.W.A. concurrence is received, the procedure would be for the Region to submit a State Force Order on a current landscape contract to cover the cost of second year maintenance. Upon completion of the second year maintenance the Region would advise Project Management that the work was complete and all charges to the State Force Order had been submitted.

The disadvantages of this proposal are the extra effort needed to process the State Force Order, keeping track of the State Force charges and keep a project open for the additional year. I discussed these disadvantages with Mr. Rulien and Mr. Swan, they agree that the cost and effort would be minimal in most instances.

It is recommended that F.H.W.A. participation be requested in second year maintenance cost on the above listed landscape projects.

JHV:az

UNITED STATES GOVERNMENT
Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: December 13, 1976

SUBJECT: Second Year Plant Establishment

In reply refer to: 1041EC/510.7

FROM: G. L. Green, Division Administrator

TO: Mr. H. Scott Coulter, State Highway Engineer
Salem, Oregon

As requested in Mr. Versteeg's December 10 letter, we approve Federal participation in a program of second year plant establishment in accordance with Federal Highway Program Manual 7-6-3-4f(2)(b). This would apply to contracts completed in the spring and accepted in the fall of the same year. The second year establishment program would include fertilizing, herbicides, watering, plant replacement and pruning.

We concur in the use of State forces for work done after the fall acceptance.

If you desire, project agreements for ongoing contracts which meet the criteria in the manual may be modified to include the second year plant establishment period.

G. L. Green

1 Versteeg ✓
2 [illegible]
Copy
Copy

RECEIVED

1 3 77

RECEIVED
DEC 1 [illegible] '76
REFER TO
FOR

Versteeg
Review ongoing contracts for modifying as outlined.
ED.

8311

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: 1560(3) & US-265(14)

STATE PROJECT NO.: See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.:

ITEM NO.: M 61 & US 212

COUNTY NAME: Marion

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

NOTED
HUNTER

RECEI
STATE HW
DEC 13 '76
REFER T
Quilion
FOR

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
6-3-76	10-8-76	FAU 1560 & FAS 121
		STATE ROUTE NUMBER
		City St. and Secondary 162

GENERAL LOCATION:

"25th St. S.E. - Lancaster Drive Interchange"

GENERAL DESCRIPTION OF WORK:

Furnish and install speed signs, guide signs and reflectors on G.M. rails.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION

☐ OTHER *(Specify)*

☐ ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS

☒ CONSTRUCTION - PROCEED ON XXXXXXXX
XXXXXXXXXX FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Keasey's letter of 10-26-76 and based on the data submitted, you are authorized to proceed with the use of State Forces as being in the public interest, under State Force Order No. 5 in the amount of $750 - Federal Funds $585.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
12-9-76	G K Hossner	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-458

SP*72830-734

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

DATE: December 3, 1976

In reply refer to: 1041B.2

SUBJECT: Oregon Project M-1560(3)
and US-265 (14)
25th St. S.E. Lancaster Drive
State Force Order No. 6

FROM : G. L. Green, Division Administrator

TO Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

ATTN: C. T. Keasey, Construction Engineer

We have reviewed State Force Order No. 6 on the subject project which provides for reimbursing the City of Salem for furnishing a water meter to the project.

The metering is to provide information to the City for maintaining their own landscaping. As this is strictly a maintenance item and used by the City to monitor its own water usage, we consider this to be a non-participating item and should be coded as such.

G. K. Horner
for G. L. Green

NOTED
E. S. HUNTER

RECEIVED
[illegible]
DEC 7 '76
REFER TO
Keasey
FOR

cy Rubien

Salem

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

Salem, OR 97310

November 24, 1976

FROM: L. E. George
Traffic Engineer

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Sign Revisions
25th Street S.E.-Lancaster Drive
Intersection Section
North Santiam Highway
Marion County
Contract No. 8388

We recently sent an order to the Region Engineers to install ramp terminal Logo signs at certain locations. Two of the signs were for "CAMPING" at the North Santiam Interchange.

Because of the large number of signs that will be at this intersection, it is desirable to remove the existing "CAMPING" signs in this instance only. Please have the "CAMPING" symbol signs below signs 50, 51 and 54 removed from the contract to prevent double signing for the service.

Done about
4 months ago

Also, please change the "AIRPORT" symbol signs below signs 7, 45, 46, 50 and 54 from Type "V" to Type "U" so they will match the color specified in the manual.

L. E. George

L. E. George
Traffic Engineer

ELS:ds
Attachments
cc: C. T. Keasey
C. O. Fredrickson

REFERRED TO

Beard WKB
Reed
Cole
Sample
Eriksen
Watson
Hager
Wolfe

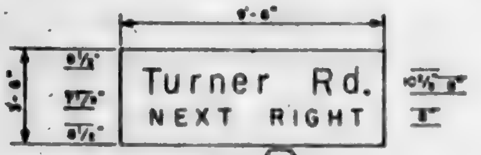
Return Discuss [✓ Do] File Copy Due

BY FINAL DESIGN ENGINEER

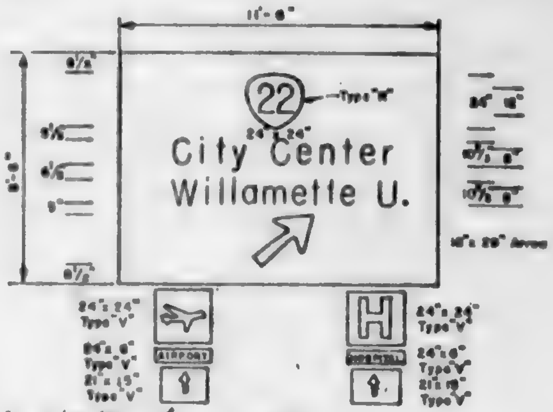
1 Versteeg ✓
Olson
2 Christensen Dan
Scott
Swenson
Savage
Trout

RECEIVED
NOV 24 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

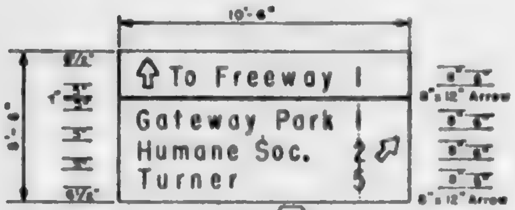

9'-6"
Turner Rd.
NEXT RIGHT

Sign ① Type "A"

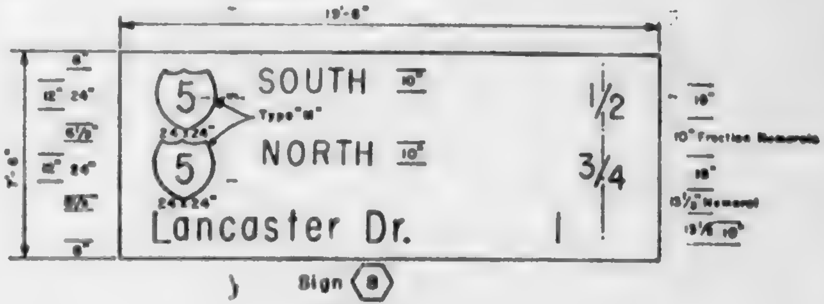

11'-6"
22
Type "R"
24" x 24"
City Center
Willamette U.
16" x 28" Arrow
24" x 24" Type "V"
AIRPORT
H
HOSPITAL

Type "C"

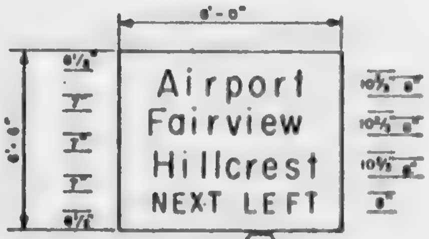
Sign ⑦ Type "A"


10'-6"
To Freeway I
Gateway Park
Humane Soc.
Turner
8" x 12" Arrow

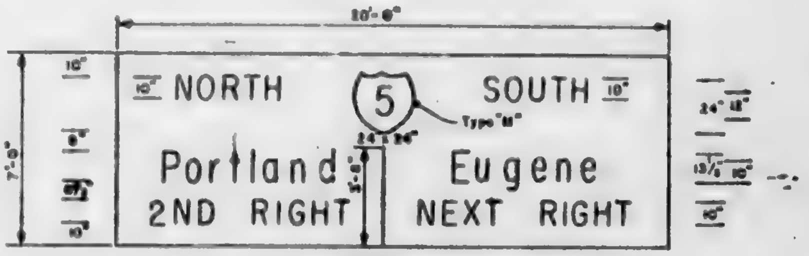
Sign ② Type "A"


19'-6"
SOUTH
NORTH
5
Type "M"
24" x 24"
Lancaster Dr.
1/2
3/4
1
10" Fraction Numerals

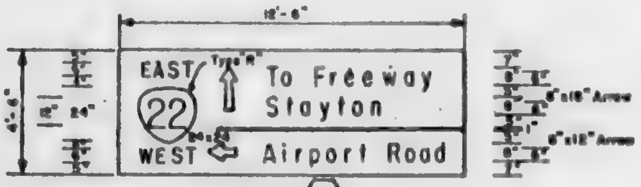
Sign ⑧ Type "A"


8'-0"
Airport
Fairview
Hillcrest
NEXT LEFT

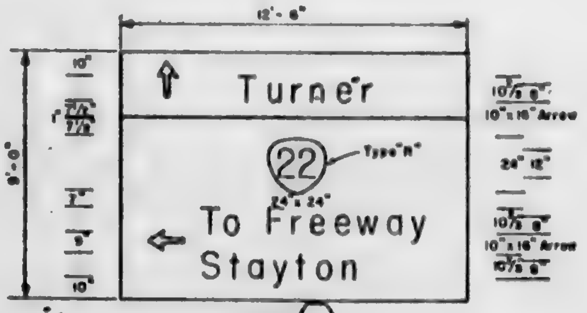
Sign ③ Type "A"


20'-6"
NORTH
SOUTH
5
Type "M"
24" x 24"
Portland
2ND RIGHT
Eugene
NEXT RIGHT

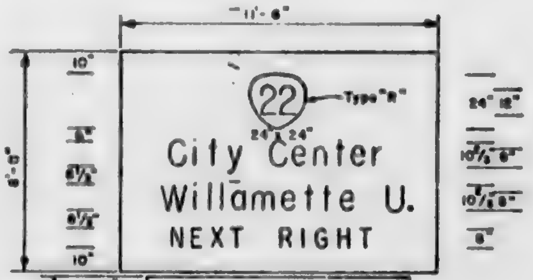
Sign ⑨ Type "A"


12'-6"
EAST
Type "R"
22
To Freeway
Stayton
WEST
Airport Road
8" x 16" Arrow
8" x 12" Arrow

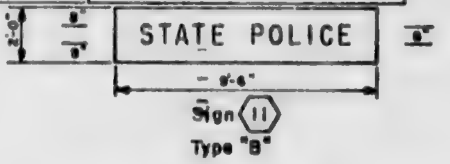
Sign ④ Type "A"


12'-6"
Turner
22
Type "R"
24" x 24"
To Freeway
Stayton
10" x 16" Arrow

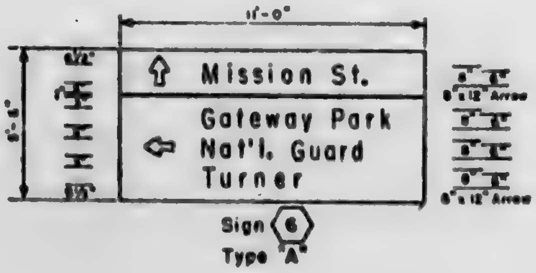
Sign ⑤ Type "A"


11'-6"
22
Type "R"
24" x 24"
City Center
Willamette U.
NEXT RIGHT

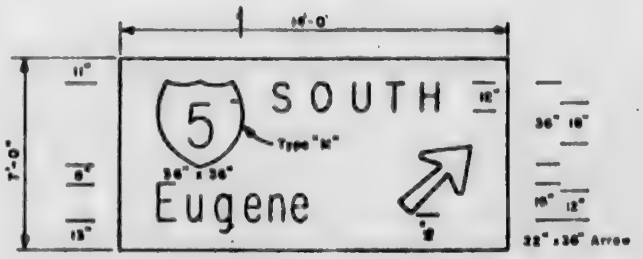
Sign ⑩ Type "A"


STATE POLICE
9'-6"

Sign ⑪ Type "B"


11'-0"
Mission St.
Gateway Park
Nat'l. Guard
Turner
8" x 12" Arrow

Sign ⑥ Type "A"


16'-0"
5
SOUTH
Type "M"
36" x 36"
Eugene
22" x 36" Arrow

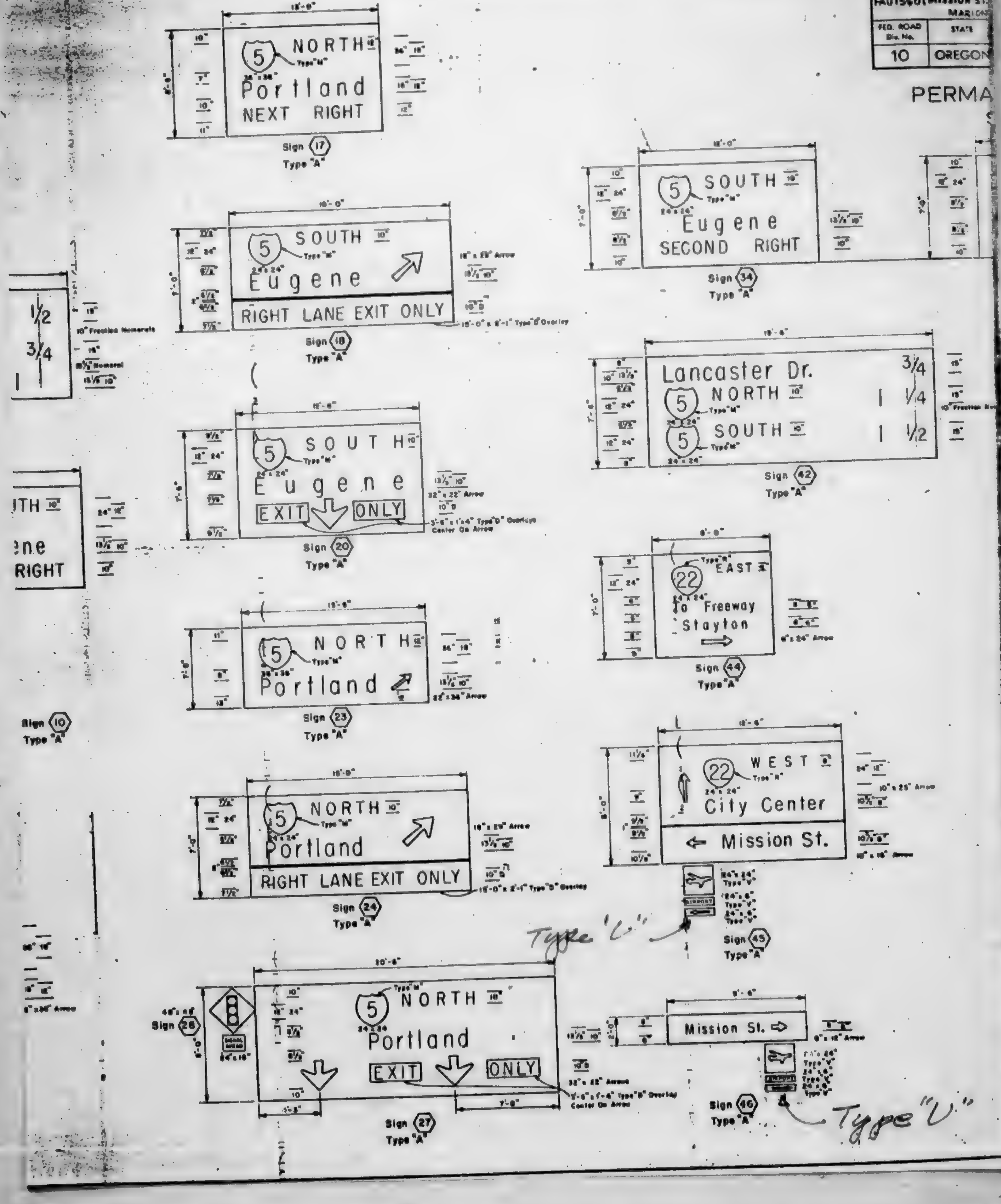
Sign ⑭ Type "A"

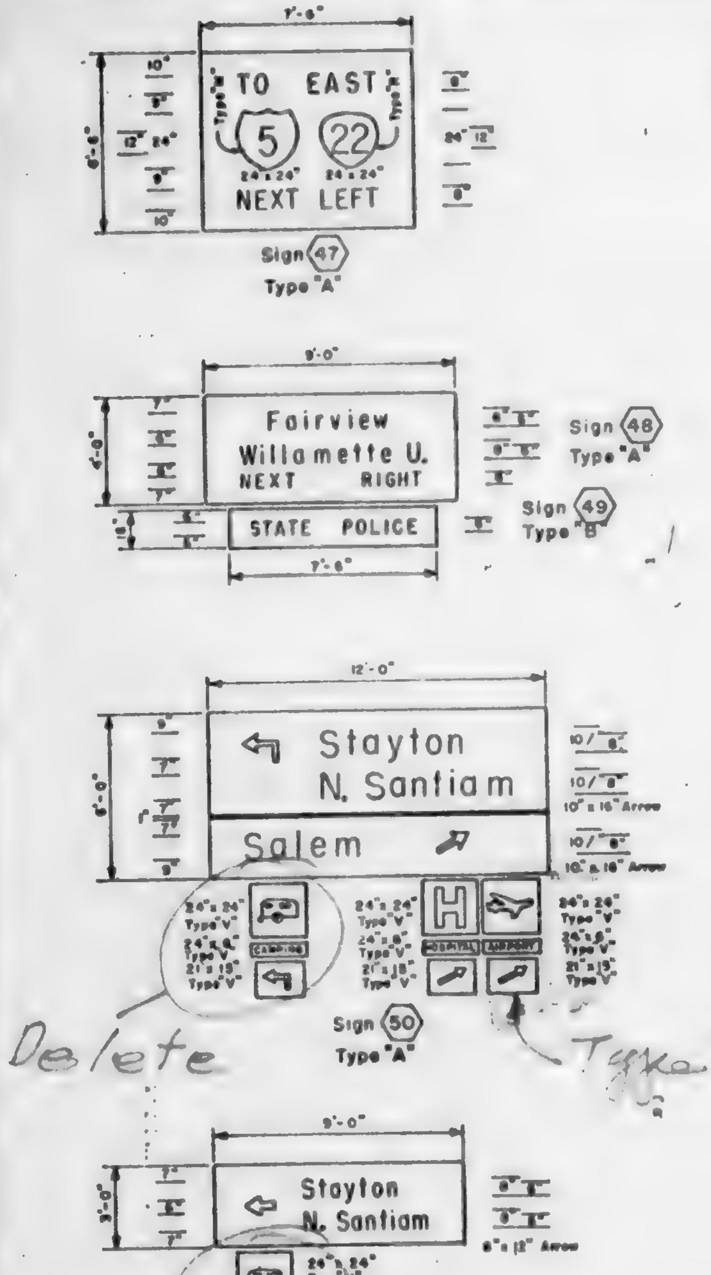
48" x 48"
Sign ㉖

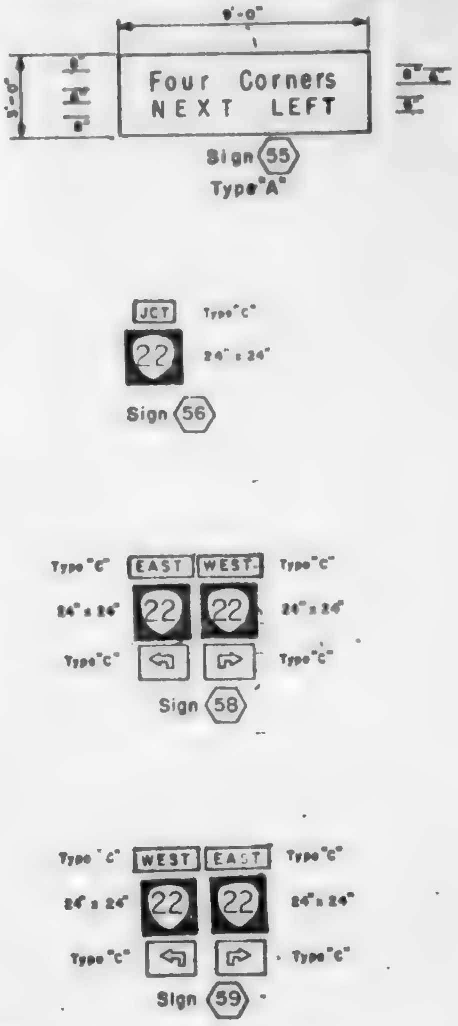
25TH ST.SE-LANC
FAU1560(MISSION ST
MARION

FED. ROAD Div. No.	STATE
10	OREGON

PERMA

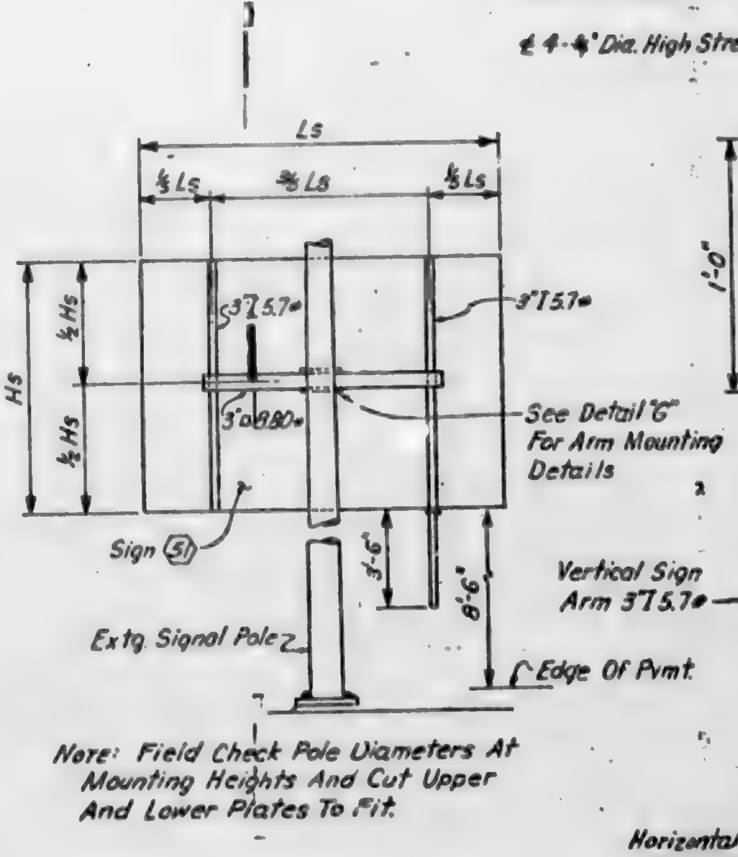

15'-0"
5 NORTH
Type "M"
Portland
NEXT RIGHT
Sign 17
Type "A"
18'-0"
5 SOUTH
Eugene
SECOND RIGHT
Sign 34
Type "A"
18'-0"
5 SOUTH
Type "M"
Eugene
RIGHT LANE EXIT ONLY
18" x 28" Arrow
15'-0" x 2'-1" Type "D" Overlay
Sign 18
Type "A"
1/2
3/4
10" Fraction Numerals
RIGHT
Sign 10
Type "A"
18'-6"
Lancaster Dr. 3/4
5 NORTH 1 1/4
5 SOUTH 1 1/2
10" Fraction Numerals
Sign 42
Type "A"
16'-6"
5 SOUTH
Eugene
EXIT ONLY
32" x 22" Arrow
5'-6" x 1'-4" Type "D" Overlays Center On Arrow
Sign 20
Type "A"
9'-0"
22 EAST
Type "R"
To Freeway
Stayton
6" x 24" Arrow
Sign 44
Type "A"
15'-6"
5 NORTH
Portland
22" x 36" Arrow
Sign 23
Type "A"
16'-6"
22 WEST
City Center
Mission St.
10" x 25" Arrow
10" x 16" Arrow
Type "L"
Sign 45
Type "A"
18'-0"
5 NORTH
Portland
RIGHT LANE EXIT ONLY
18" x 28" Arrow
15'-0" x 2'-1" Type "D" Overlay
Sign 24
Type "A"
20'-6"
5 NORTH
Portland
EXIT ONLY
32" x 22" Arrow
5'-6" x 1'-4" Type "D" Overlay Center On Arrow
Sign 26
48" x 48"
24" x 18"
Sign 27
Type "A"
9'-0"
Mission St.
6" x 12" Arrow
Sign 46
Type "A"
Type "L"


7'-6"
TO EAST
5
22
24" x 24"
NEXT LEFT
Sign 47
Type "A"
9'-0"
Fairview
Willamette U.
NEXT RIGHT
Sign 48
Type "A"
STATE POLICE
Sign 49
Type "B"
12'-0"
Stayton
N. Santiam
Salem
10" x 16" Arrow
CAMPING
HOSPITAL
AIRPORT
Type "V"
Sign 50
Type "A"
Delete
Type "U"
9'-0"
Stayton
N. Santiam
6" x 12" Arrow
Sign 51
Type "A"
Delete
9'-0"
Fairview
Willamette U.
NEXT LEFT
Sign 52
Type "A"
STATE POLICE
7'-6"
Sign 53
Type "B"
12'-0"
Salem
Stayton
N. Santiam
10" x 16" Arrow
Sign 54
Type "A"
Type "U"
Delete


9'-0"
Four Corners
NEXT LEFT
Sign 55
Type "A"
JCT
22
Type "C"
24" x 24"
Sign 56
EAST
WEST
22
Type "C"
24" x 24"
Sign 58
WEST
EAST
22
Sign 59

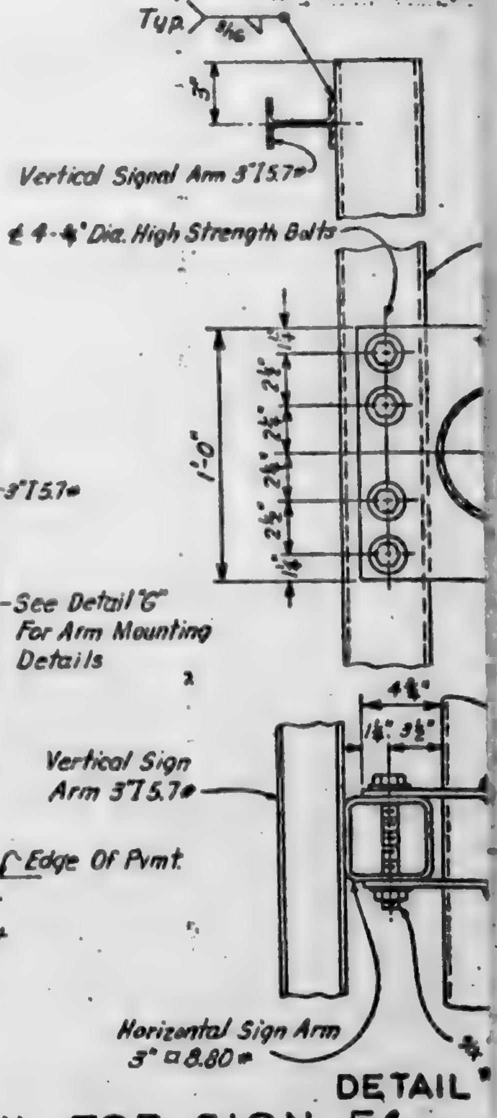
SIGN SIZE

1	9'-6" x 3'-6"
2	10'-6" x 5'-6"
3	8'-0" x 6'-6"
4	12'-6" x 4'-6"
5	12'-6" x 5'-0"
6	11'-0" x 5'-6"
7	11'-6" x 8'-6"
8	19'-6" x 7'-6"
9	20'-0" x 7'-0"
10	11'-6" x 8'-0"
11	9'-6" x 2'-0"
14	14'-0" x 7'-0"
17	13'-0" x 8'-6"
18	15'-0" x 7'-0"
20	12'-6" x 7'-6"
23	15'-6" x 7'-0"
24	15'-0" x 7'-0"
25	12'-6" x 6'-0"
27	20'-6" x 8'-0"
29	12'-0" x 7'-6"
30	3'-6" x 1'-8"
31	6'-0" x 5'-0"
34	12'-0" x 7'-0"
36	10'-0" x 7'-0"
38	6'-0" x 5'-0"
40	12'-0" x 5'-6"
41	3'-6" x 1'-6"
42	19'-6" x 7'-6"
43	12'-0" x 5'-6"
44	8'-0" x 7'-0"
45	12'-6" x 8'-0"
46	9'-6" x 2'-0"
47	7'-6" x 6'-6"
48	9'-0" x 4'-0"
49	7'-6" x 1'-6"
50	12'-0" x 6'-0"
51	9'-0" x 3'-0"
52	9'-0" x 4'-0"
53	7'-6" x 1'-6"
54	12'-0" x 6'-0"
55	9'-0" x 3'-0"


Ls
1/5 Ls
3/5 Ls
1/5 Ls
Hs
1/2 Hs
1/2 Hs
3"I5.7#
3"I5.7#
3"□8.80#
See Detail "G" For Arm Mounting Details
Sign 51
3'-6"
8'-6"
Extg. Signal Pole
Edge Of Pvmt.

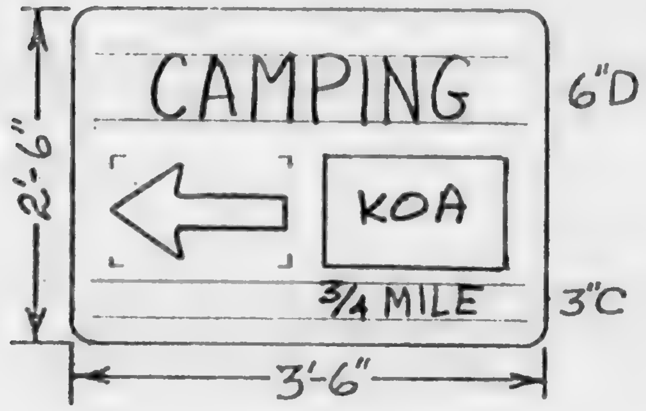
Note: Field Check Pole Diameters At Mounting Heights And Cut Upper And Lower Plates To Fit.

MOUNTING DETAIL FOR SIGN 51


Typ. 3/16
3"
Vertical Signal Arm 3"I5.7#
4-¾" Dia. High Strength Bolts
1'-0"
2½"
1½"
4½"
1½"
3½"
Vertical Sign Arm 3"I5.7#
Horizontal Sign Arm 3"□8.80#

DETAIL

RAMP TERMINAL SIGNS


CAMPING
KOA
3/4 MILE
6"D
3"C
2'-6"
3'-6"

Interstate Route 5

Sign No. 53

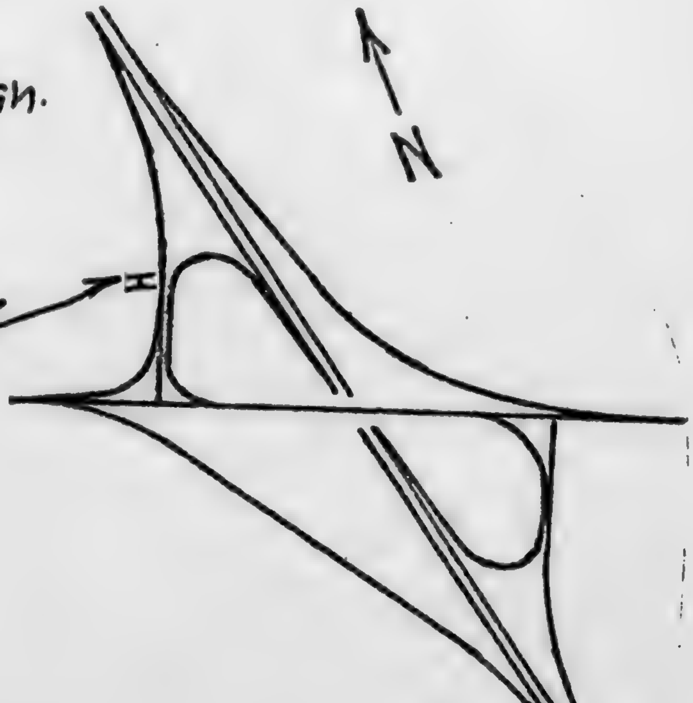
Interchange Name North Santiam

Interchange No. 253

Direction of Existing Traffic SBd.

Location of Sign

Install on back of "WRONG WAY" sign.

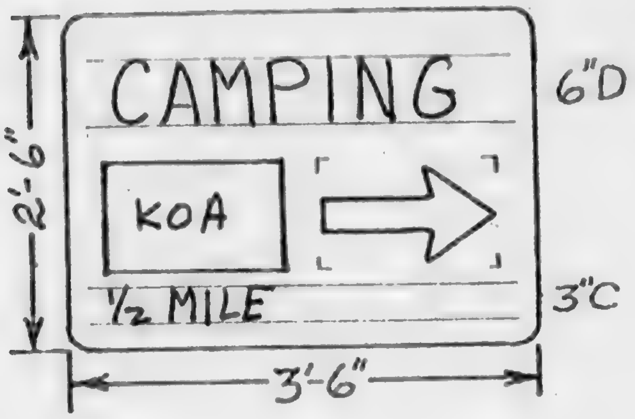


Sign No. 53

Trailblazers Required None

(Trailblazer details on back of sheet)

RAMP TERMINAL SIGNS


CAMPING
KOA
½ MILE
6"D
3"C
2'-6"
3'-6"

Interstate Route 5

Sign No. 52

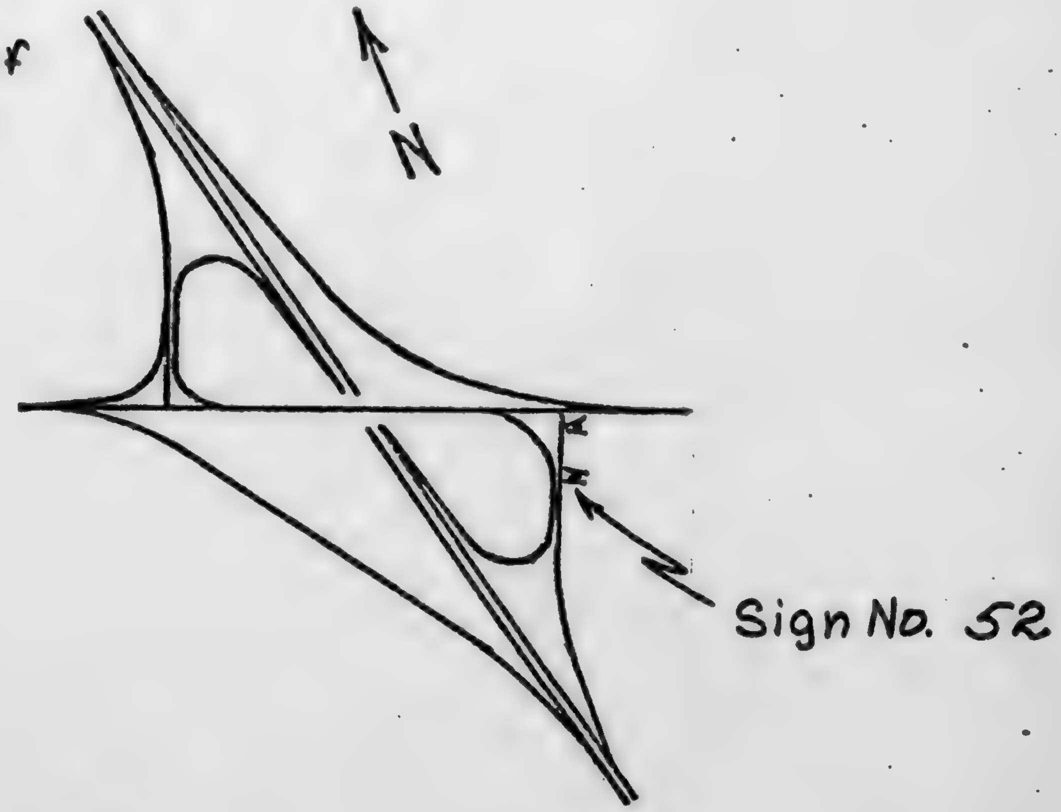
Interchange Name North Santiam

Interchange No. 253

Direction of Existing Traffic NBd.

Location of Sign

Install on back of "WRONG WAY" Sign



Trailblazers Required None

(Trailblazer details on back of sheet)

8388

15

1859

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 5, 1976

U.S. National Bank of Oregon
P.O. Box 600
McMinnville, OR 97128

Attn: Peggy J. Mathews

Re: J.C. Compton Co.
Contracts: 8060, 8146, 8222, 8236, 8383, 8384, 8388

We received your safekeeping receipt 150267 for certificate #270142, $440,500. The Safekeeping receipts for matured certificates 256803, $15,000, and 270020, $287,500 are enclosed.

The above transactions affect securities deposited in lieu of retainage on our contracts with J.C. Compton as follows:

Contract	Current Deposit	Matured Deposit	Net Change
8060	$ --	$ 7,500.00	($ 7,500.00)
8146	26,000.00	30,000.00	(4,000.00)
8222	22,000.00	65,000.00	(43,000.00)
8236	220,500.00	144,000.00	76,500.00
8383	12,000.00	—	12,000.00
8384	15,000.00	—	15,000.00
8388	83,000.00		83,000.00
8199	62,000.00	56,000.00	6,000.00
Total	$440,500.00	$302,500.00	$138,000.00

Authorization to reduce securities in lieu of retainage on contracts 8059/60 by $32,500 was given in my letter to you of September 29, 1976. Replacement of certificate #270020 by certificate 270142 results in a $7,500 decrease. Therefore, $25,000 is available for transfer from contract 8060 to contract 8146.

Also, retainage requirements on contract 8222 have been further reduced to $5,000. At any time, $31,000 may be released to the contractor or applied to other contracts.

Vernon E. Skoog
Controller

By ______________________
Janice H Peterson
Contract Payments Executive

cc: J.C. Compton

bc: C.W. Head ✓ R. Cchurch C. Barrett

OREGON STATE HIGHWAY DEPARTMENT

Form A-191—(7-65)
SP*F294

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of Salem
555 Liberty St. S.E.
Salem, OR 97301

Attention of Mr. Edward A. Sigurdson

Request No. (assigned by staff engineer or head of division) cc 1650

Date October 13, 1976

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

Itemized Statement: Construction Advance Deposit $34,400.00

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of the advance deposit for the construction of Mission Street (25th St.-Airport Rd.) Covered by agreement dated 11/12/74		30,400.00
		To be retained		$ 4,000.00

If payer has made payment for this service, indicate the amount of payment. $	Credit distribution: 124-1014-295
If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 34,400.00	Submitted by: F. F. Hildebrandt
Is this a partial or final request for billing? Partial	Approved: Division Engineer
If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $	Approved: G. N. Hopkins Department Head or Staff Engineer
Give the number of the last previous request in connection with this same service.	

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a [illegible] an additional [illegible] submitted for the [illegible]

8332

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

PRO 6-2

October 5, 1976

TO G. L. Green, Division Adm.
Federal Highway Administration

FROM L. W. Rulien
Program Management Engineer

SUBJECT Minor Program Change
Archeological Salvage

We request your approval of a minor program change to add archeological salvage including any or all of the three phases of work set forth in FHPM 7-7-4 (PPM 20-7) to the following listed projects.

It is understood your approval of the preceding request will result in authorization and obligation of additional federal funds, as tabulated, for each project. Reimbursement will be claimed on an actual cost basis.

U of O No.	Project No.	Requested Authorization Date	Project Est. Cost	Federal Funds
001	JOP-95(3)	Jan. 17, 1976	$ 495.50	$ 425.00
002	RF-DP-29(26)	Jan. 19, 1976	4,009.00	3,439.00
003	RF-187(17)	Mar. 1, 1976	16,000.00	13,728.00
004	RS-15-107(2)	Mar. 3, 1976	658.00	564.00
005	ROS-000S(3)	Mar. 4, 1976	526.00	451.00
006	I-205-7(2)303	Mar. 3, 1976	1,235.00	1,059.00
007	RS-01-109(1)	June 20, 1976	461.30	395.00
008	RS-23-122(1)	June 20, 1976	468.50	401.00
009	US-TOS-265(4)	June 24, 1976	16,540.00	14,191.00
010	RF-29(24)	Mar. 12, 1976	460.00	394.00
011	RS-599(1)	Aug. 30, 1976	370.66	318.00
012	RF-115(24)	Aug. 30, 1976	370.68	318.00
017	RS-30-110(1)	Sept. 7, 1976	370.00	317.00
018	RS-117(2)	Sept. 7, 1976	345.00	296.00

Enclosed are two copies each of form "Archeology Authorization" for each project for your approval. Upon approval please return one approved copy for our files.

We further request authorization to proceed with work by the U of O for each project on the date shown in the preceding tabulation.

JLG:bb
Enc.

cc: Gary Potter
✓D. E. Swan

1.	Elk River - Port Orford	[illegible] - Curry		8325
2.	Slater Creek - Mystic Creek		RF-01-59([illegible])	8310
3.	Buchanan - Beede Reservoir	Harney	[illegible]	
4.	Mead Road - Airport Road	Jackson	Con 21-8	Jackson
5	Statewide Roadside Obstacle Projects		[illegible] 10-1	[illegible]
6	Columbia River - Lake Road	Multnomah - Clackamas	[illegible]	
7	Powder River (Phillips) Bridge	Baker	[illegible]-01-10(1)	8400
8	Malheur River (Russell) Bridge	Malheur	RS-03-12([illegible])	8349
9	Airport Rd. - Lancaster Dr.	Marion		
10.	Remote Section	Coos County	Con 21-4	[illegible]
11	Skipanon River (Warrenton) Br.	Clatsop	Mai 14-1-1	[illegible]
12	S. Unit Astoria - Camp Rilea	101 - Clatsop		
17	N. Fk. Cold Springs Cr.	Umatilla	RS-20-100	[illegible]
18	Fifteenmile Creek Bridge	Wasco	Con 19-1	F.

Please note [illegible] copies [illegible] funds [illegible] involved [illegible]

Salem

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 4, 1976

FILE: 124-1014

FROM: C. O. Fredrickson
REGION II ENGINEER

SUBJECT: 25th to Lancaster striping

TO: Adrian Olson
PRELIMINARY DESIGN ENGINEER

Portions of the permanent striping on this project was installed on September 23, 24 and 25, 1976. Comments on the striping plans are as follows:

At the intersection of Airport Road and Mission Street Southbound, the compulsory right turn lane was separated from the straight through lane by an 8" white stripe rather than a 4" broken stripe. Thermoplastic pavement markings were used for stop bars and crosswalks at appropriate locations at this intersection. Compulsory turns will be marked by arrows.

At the intersection of the Southbound I-5 off-ramp with the Santiam Hwy. near Station 154, stop bars and crosswalks will be marked at appropriate locations with thermoplastic markings. Compulsory turn movements will be marked with pavement arrows. The southbound lanes at the portion of the intersection will be separated by an 8" solid stripe to the painted gore.

At the intersection of the northbound I-5 off-ramp with the Santiam Hwy. near Station 168, crosswalks and stop bars will be marked with thermoplastic materials. Compulsory turn movements will be marked with arrows. An 8" solid stripe will be marked between the compulsory right turn and compiler left turn lane.

At the intersection of the eastbound off-ramp of the Santiam Hwy with Lancaster Drive, there will be an 8" solid line separating the compulsory left turn from the compulsory right turn lane. Appropriate arrows will be marked.

DW/lea
cc: Rick Kuehn
L. E. George
E. J. Hall

1 Versteeg ✓
2 Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
OCT 06 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

8388

13

FORM 61-734-3050

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR
October 1, 1976

MDGlenn

FROM: M. D. Glenn
Construction EEO Engineer

TO: Gerald Wimer
Regional Construction Engineer

SUBJECT: 25th St. SE - Lancaster Dr. Intch.
FAP # M-1560 & US-265(14)
Contract No. 8388
Monthly Estimates

The question of payment for work performed by Hansen Electric has been reviewed with John Bond and C. T. Keasey.

They concur in recommending payment for work not be made. It is our understanding this will amount to between $18,000 - $20,000.

MDG:mk

cc: E. S. Hunter ✓
Ed Hall
Bob Church

RECEIVED
STATE HWY ENGR
OCT 1 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Salem

Salem, Oregon
September 29, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Desgin Engineer

E. J. Hall
Resident Engineer

Sign Shop Drawings
25th St. SE-Lancaster Dr. Intchg.
FAU 1560 (Mission St. SE &
N. Santiam Highway)
Marion County
Contract No. 8388

Enclosed are four sets of approved shop drawings for the following signs on the above named project: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 14, 17, 18, 20, 23, 24, 27, 34, 42, 49 and 53.

One set should be retained by you for field inspection of the signs, one set forwarded to Ed Rief for shop inspection purposes and two sets sent to Pacemaker Industries for fabrication of the signs.

COT:jh
Attachments
cc: C. T. Keasey
C. O. Fredrickson
W. G. Beard

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
SALEM 97310
Sept. 20, 1976

DATE:

PROJECT: 25th St. S.E.- Lancaster Dr. INt.

HIGHWAY: F.A.U.1560(Mission St. S.e.& N. SAntiam Hwy.

CONTRACT NO: 8388

BRIDGE NO:

TO: Walter J Hart
Bridge Engineer

☐ TRANSIMITTED HEREWITH
☐ UNDER SEPERATE COVER
☐ REINFORCING STEEL
☐ STRUCTURAL STEEL
☒ OTHER - Signs
☐ HANDRAIL
☐ DRAINS OR CATCH BASINS
☐ PRESTRESSED BEAMS

APPROVED: SHEET NOS.

APPROVED AS NOTED: SHEET NOS.

RETURNED FOR CORRECTION: SHEET NOS.

REMARKS:

PLEASE SEND THIS OFFICE 4 COPIES OF CHECKED AND CORRECTED SHEET.

NOS. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 14, 17, 18, 20, 23, 24, 27, 34.

cc: 42, 49 and 53.

TRULY YOURS,

E.J. Hall
RESIDENT ENGINEER

NOTED
[illegible]

PACEMAKER INDUSTRIES, INC.
TELEPHONE (509) 928-3456
EAST 7203 NORA AVENUE
P. O. BOX 11527
SPOKANE, WASHINGTON 99211

Manufacturers and Distributors of Traffic Signs and Supplies

9/17/76

E.J. Hall
Resident Engineer
Oregon State Highway Department
Salem, Oregon 97310

25th St. S. E.
Lancaster Dr. Int. Sec.

FAU 1560 (Mission St. S.E.)
& N. Santiam Highway

Project Number M-1560(3)
US-265(14)

State Contract #8388

Mr. Hall,

Enclosed are 5 sets of shop drawings for sign numbers 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 14, 17, 18, 20, 23, 24, 27, 34, 42, 49, and 53 submitted for approval. The balance of the shop drawings for the rest of the signs will be sent in about 1 week. Please process these without waiting for the balance so we can proceed with the fabrication as soon as possible.

Please return 1 set of approved shop drawings to Pacemaker

I believe the vertical dimensions are not the same as the total of the legend and spacing dimensions on Sign #1. The legend and spacing dimensions appear to add up to 43" which is 1 inch more than the 3'6" indicated on the sign size.

Thank You,

RECEIVED
SEP 21 1976
OFFICE OF RESIDENT ENGINEER
E. J. HALL
RE ASST ASST CE FILE TA

September 9, 1976

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
SEP 0 8 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Pacemaker Industries, Inc.
P. O. Box 11527
Spokane, Washington 99211

Attention: Mike Tissue

Dear Mr. Tissue:

Re: Mounting Hole Placement in Sign Blanks
25th St.-Lancaster Dr. Sec.
N. Santiam Highway & FAU 1560
Marion County, OR
Contract No. 8388

Reference your letter of September 2, 1976, relative to placement of mounting holes for control and auxiliary signs on the above named project.

You note a difference in hole spacing between Drawing ED-122 and the 1974 Standard Specifications. Drawing ED-122 was devised for and used by our Sign Shop so that uniformity of mounting holes could be maintained in the multitude of sign sizes fabricated for State force installations. The sign fabricators doing contract work with and for the State of Oregon are governed by the plans, special provisions of the contract and the current Standard Specifications, Sec. 645.33 that you noted.

The mounting hole spacing for control and auxiliary signs is indicated on pages 205-209 of "Standard Highway Signs" 1972 edition. For signs 48 inches or greater in vertical dimension, Sec. 645.33 indicates the location. Corner radius for the various size signs is denoted in the upper right hand corner of Drawings S-5, S-6, S-7 and S-12 of which you probably have copies.

The mounting hole spacing for route shield assemblies should be taken from Drawing S-3. If you use 3/4 inch plywood it is very doubtful if 3 inch bolts are long enough to properly mount the signs. The mounting tubes or route frame markers are to be drilled to fit the holes in the signs.

We hope this information and/or where the information may be obtained will satisfactorily answer your questions.

Very truly yours,

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

WGB:az
cc: C. T. Keasey
C. O. Fredrickson
Ed Rief
E. J. Hall
W. G. Beard

PACEMAKER INDUSTRIES, INC.
TELEPHONE (509) 928-3456
EAST 7203 NORA AVENUE
P. O. BOX 11527
SPOKANE, WASHINGTON 99211

Manufacturers and Distributors of Traffic Signs and Supplies

9/2/76

State of Oregon
Department of Highways
Salem, Oregon 97310
ATTN: Bill Beard

25th St. S.E.
Lancaster Dr. Int.
Contract 8388

Dear Bill,

I have outline some questions on the attached sheets about the above mentioned project. There seems to be some difference in the hole spacing chart ED-122 and the red 1974 Standard Specs. book on page 474, Sec. 645.33. Also I am unsure of the hole spacings for the small signs that mount under the guide signs, I was using the information on sheet S-3 for route marker frames. Would you please advise me of the correct hole spacing for these. The mounting hardware on sheet S-3 also indicated that the sign would be attached with a 3/8" bolt through the 2" frame. Would this be the proper way to attach the sign. This would make the bolt 3" long to go through the frame and the sign. Please confirm or advise me on these items and the notes on the enclosed sheets,

REFERRED TO
✓ Beard WKB ____ Reed ____
____ Cole ____ Sample ____
____ Erikson ____ Watson ____
____ Hager ____ Wolfe ____
Return Discuss [✓ Do] File Copy Due ____
BY FINAL DESIGN ENGINEER

Thank You,

Mike Tissue

Encl: 4

MT/me

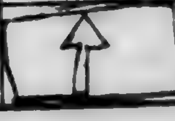
1 Versteeg ✓
Olson
2 Christensen
Scott
3 Swenson
Savage
Trout

RECEIVED
SEP 0 3 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

25th St. S.E. - Lancaster Dr Int. **INITIAL** **EVERY OPERATION**

CUSTOMER Lancaster (Oregon) p1 of 3 Contract 8388 **WORK ORDER NO.** 8556 9/2/76

Item	Quan.	SIZE	SIGN TYPE	CORNER	HOLE	LEGEND	FACE	NOTE	SIGN NUMBER
1	1	080 X 30 X 30	R3-7R	1 7/8	25	RIGHT LANE MUST TURN RIGHT	BLACK/WHITE	TYPE C	
2	3	080 X 30 OCT.	R1-1	—	24	STOP	WHITE/RED	H/I	
3	2	100 X 48 Diamond	W4-1	3	48		BLACK/yellow		
4	2	080 X 24 X 18	W4-1p	1 1/2	15	MERGE	BLACK/yellow		
5	4	100 X 42 X 30	R5-9	1 7/8	26	WRONG WAY	WHITE/RED	H/I	
6	6	100 X 48 X 48	R5-1	3	42	DO NOT ENTER	WHITE/RED	H/I	
7	8	100 X 48 Diamond	W3-3	3	48		RED/GREEN/BLACK/yellow	3 COLOR	1 mounts Beside Guide Sign #27 1 mounts Beside Guide Sign #27
8	8	080 X 24 X 18	W3-3p	1 1/2	15	SIGNAL AHEAD	BLACK/yellow		
9	2	100 X 48 Diamond	W4-2	3	48		BLACK/yellow	DIRECTION RIGHT	
10	2	100 X 48 Diamond	W9-1L	3	48	LEFT LANE ENDS	BLACK/yellow		
11	1	125 X 48 X 60	W13-2	3	53	EXIT 30 MPH	BLACK/yellow	30	
12	5	PLYWOOD X 24 X 24	I5	1 1/2			WHITE/GREEN	TYPE U	
13	5	PLYWOOD X 24 X 6	I5-p	1 1/2		AIRPORT	WHITE/GREEN	TYPE U	
14	1	PLYWOOD X 21 X 15	M6-3	1 1/2			WHITE/GREEN	TYPE U	

BE SURE IT'S RIGHT

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Item 12

Sheet a

p.22 m

Signs

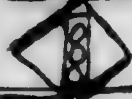
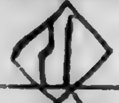
please

of the

ER DR. INT.
EGON)

INITIAL EVERY OPERATION

p1 OF 3 CONTRACT 8388 WORK ORDER NO. 8586 9/2/76

SIGN TYPE	CORNER	HOLE	LEGEND	FACE	NOTE	SIGN NUMBER
R3-7R	1 7/8	25	RIGHT LANE MUST TURN RIGHT	BLACK/WHITE	TYPE C	
R1-1	—	24	STOP	WHITE/RED	H/I	
W4-1	3	48		BLACK/YELLOW		
W4-1P	1 1/2	15	MERGE	BLACK/YELLOW		
R5-9	1 7/8	26	WRONG WAY	WHITE/RED	H/I	
R5-1	3	42	DO NOT ENTER	WHITE/RED	H/I	
W3-3	3	48		RED GREEN BLACK/YELLOW	3 COLOR	1 mounts Beside Guide SIGN #27
W3-3P	1 1/2	15	SIGNAL AHEAD	BLACK/YELLOW		1 mounts BESIDE GUIDE SIGN #27
W4-2	3	48		BLACK/YELLOW	DIRECTION RIGHT	
W9-1L	3	48	LEFT LANE ENDS	BLACK/YELLOW		
W13-2	3	53	EXIT 30 MPH	BLACK/YELLOW	30	
I5	1 1/2			WHITE/GREEN	TYPE U	
I5-P	1 1/2		AIRPORT	WHITE/GREEN	TYPE U	
M6-3	1 1/2		↑	WHITE/GREEN	TYPE U	

BE SURE IT'S RIGHT

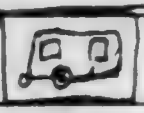
QUESTIONS

ARE THE 6 HOLE CENTERS and CORNERS RIGHT? They are per your Blank Spacing chart (Copy enclosed) THE RED STOP SIGNS For they Corn[illegible] Lists Are they 48" and ours uses 3 holes. ~~and Some of the~~ on page 474 Sec 645.33 and Some of the Smaller signs are different Than FEDERAL Hole Spacing.

Item 12-13 + 14 on this Sheet and 1 thru 12 on p.2 mount below GUIDE Signs. would you please advise me of the correct hole spacing.

INITIAL EVERY OPERATION

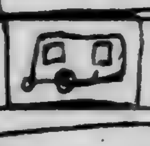
CUSTOMER LANCASTER (OREGON) p.2 of 3 WORK ORDER NO. 8586 9/2/76

Item	Quan.	SIZE	SIGN TYPE	CORNER	HOLE	LEGEND	FACE	NOTE	SIGN NUMBER	Ques
1	3	PLYWOOD X24X24	D9-2	1½		H	WHITE / BLUE	TYPE V		Items l
2	3	PLYWOOD X 24X6	D9-2p	1½		HOSPITAL	WHITE / BLUE	TYPE V		on p.l
3	1	PLYWOOD X 21X15	M6-3	1½		↑	WHITE / BLUE	TYPE V		all mou
4	2	PLYWOOD X 24 X6	I5-p	1½		←	WHITE / GREEN	TYPE W		Going S
5	1	PLYWOOD X 24X6	I5-p	1½		→	WHITE / GREEN	TYPE W		you ple
6	3	PLYWOOD X24X24	D9-3a	1½			WHITE / BLUE	TYPE V		me of
7	3	PLYWOOD X24X6	D9-3a-p	1½		CAMPING	WHITE / BLUE	TYPE V		hole s
8	1	PLYWOOD X21X15	M5-1	1½		↲	WHITE / BLUE	TYPE V		
9	1	PLYWOOD X 21X15	M6-2	1½		↗	WHITE / BLUE	TYPE V		
10	1	PLYWOOD X21X15	M6-2	1½		↗	WHITE / GREEN	TYPE W		
11	2	PLYWOOD X24X6	1-D9-3a-p 1-D9-2P	1½		←	WHITE / BLUE	TYPE V		
12	1	PLYWOOD X24X6	D9-3a-p	1½		→	WHITE / BLUE	TYPE V		
13	1	080 X 24 X 24	Route Marker	1½	20	22	BLACK / WHITE	TYPE C #22	SIGN 56. Single 4"X6" Post	See sh
14	2	080 X 21X15	M5-1	1½	12	↲	BLACK / WHITE	TYPE C		11

BE SURE IT'S RIGHT

INITIAL EVERY OPERATION

p.2 of 3 WORK ORDER NO. 8586 9/2/76

CORNER	HOLE	LEGEND	FACE	NOTE	SIGN NUMBER
1½	☐	H	WHITE/BLUE	TYPE V	
1½	☐	HOSPITAL	WHITE/BLUE	TYPE V	
1½	☐	⇧	WHITE/BLUE	TYPE V	
1½	☐	⇦	WHITE/GREEN	TYPE W	
1½	☐	⇨	WHITE/GREEN	TYPE W	
1½	☐		WHITE/BLUE	TYPE V	
1½	☐	CAMPING	WHITE/BLUE	TYPE V	
1½	☐	↰	WHITE/BLUE	TYPE V	
1½	☐	⬈	WHITE/BLUE	TYPE V	
1½	☐	⬈	WHITE/GREEN	TYPE W	
1½	☐	⇦	WHITE/BLUE	TYPE V	
1½	☐	⇨	WHITE/BLUE	TYPE V	
1½	20	22	BLACK/WHITE	TYPE C #22	SIGN 56. Single 4"X6" Post
1½	12	↰	BLACK/WHITE	TYPE C	

QUESTIONS

Items 12-13 and 14 on p1 and these all mount below Guide Signs. Would you please advise me of the correct hole spacings

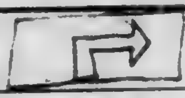
See sheet 3 ([illegible])

" "

SURE IT'S RIGHT

INITIAL EVERY OPERATION

CUSTOMER LANCASTER (OREGO...) p.3 of 3 WORK ORDER NO. 8586 9/2/76

Item	Quan.	SIZE	SIGN TYPE	CORNER	HOLE	LEGEND	FACE	NOTE	SIGN NUMBER
1	2	080 X 21 X 15	M5-1R	1½	12		BLACK/WHITE	TYPE C	
2	1	080 X 21 X 15	M2-1	1½	12	JCT	BLACK/WHITE	TYPE C	
3	2	080 X 24 X 12	M3-2	1½	9	EAST	BLACK/White	TYPE C	
4	2	080 X 24 X 12	M3-4	1½	9	WEST	BLACK/White	TYPE C	
5	4	080 X 24 X 24	Route Marker	1½	21½	22	BLACK/White	TYPE C #22	Route Marker Frame See Drawing S-3
6									
7									
8									
9									
10									
11									
12									
13									
14									

BE SURE IT'S RIGHT

Que

I took

Spacing

S-3

Marker

[illegible] y (

Item 1

used th

Item 1

4" X6"

you c

hole Si

Corne

INITIAL EVERY OPERATION

p. 3 of 3 WORK ORDER NO. 8586 9/2/76

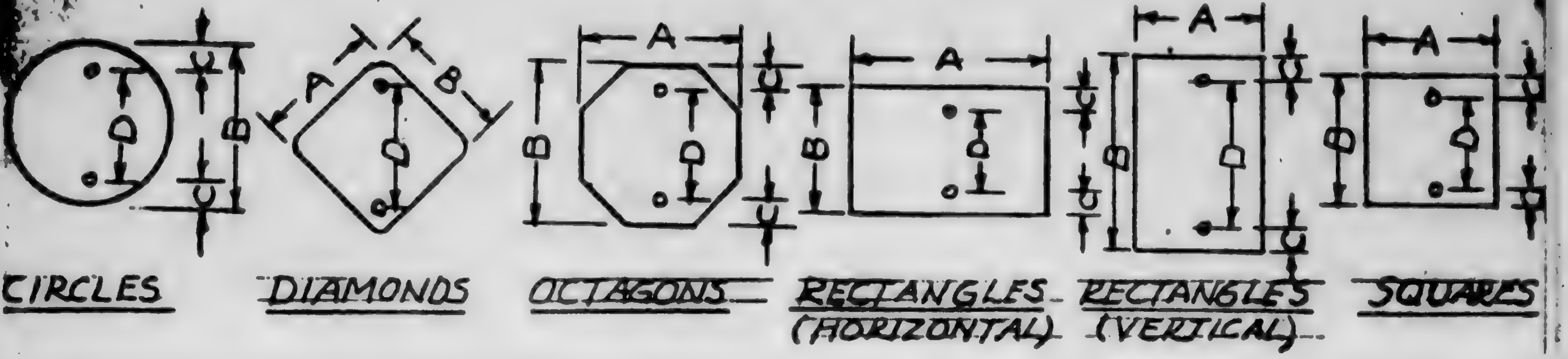
TYPE	CORNER	HOLE	LEGEND	FACE	NOTE	SIGN NUMBER
R	1½	12	↱	BLACK/WHITE	TYPE C	
1	1½	12	JCT	BLACK/WHITE	TYPE C	
2	1½	9	EAST	BLACK/White	TYPE C	
4	1½	9	WEST	BLACK/White	TYPE C	
Marker	1½	21½	(22)	BLACK/White	TYPE C #22	ROUTE MARKER FRAME See Drawing S-3

QUESTIONS

I took these hole
Spacings from Drawing
S-3 for Route
Marker frame so Are
they Correct. It's a
Diamond 1½ on [illegible] 2.
Used the same except
[illegible]
4" X6" [illegible] [illegible]
you [illegible] the
hole [illegible] and
Corner [illegible]

SURE IT'S RIGHT

LUMINUM SIGN BLANKS-MOUNTING HOLE SPACING


A
B
C
D
CIRCLES
DIAMONDS
OCTAGONS
RECTANGLES (HORIZONTAL)
RECTANGLES (VERTICAL)
SQUARES

SHAPE	SIZE-DIMENSIONS		HOLE LOCATION-DIMENSIONS	
	A	B	C	D
Circles	-	18	1-1/2	15
	-	24	2	20
	-	30	3	24
	-	36	3	30
Diamonds	18	18	-	18
	24	24	-	24
	30	30	-	30
	36	36	-	36
	48	48	-	48
Octagons	18	18	1-1/2	15
	24	24	3	18
	30	30	3	24
	36	36	3	30
Rectangles (Horizontal)	24	6	1	4
	21	9	1	7
	18	12	1-1/2	9
	24	12	1-1/2	9
	30	12	1-1/2	9
	36	12	1-1/2	9
	21	15	1-1/2	12
	30	15	1-1/2	12
	24	18	1-1/2	15
	30	18	1-1/2	15
	36	18	1-1/2	15
	30	24	2	20
	36	24	2	20
	42	24	2	20
	48	24	2	20
	36	30	2	26
	40	30	2	26
	42	30	2	26
	48	30	2	26
	60	48	3	42
Rectangles (Vertical)	12	18	1-1/2	15
	18	24	2	20
	18	30	2	26
	18	36	2	32
	24	30	2	26
	24	36	2	32
	24	48	2-1/2	43
	30	40	2	36
	30	48	3	42
	36	48	3	42
	36	72	2-1/2	67
	48	60	3-1/2	53
Squares	13	13	1-1/4	10-1/2

SHAPE	SIZE-DIMENSIONS		HOLE LOCATION-DIMENSIONS	
	A	B	C	D
Circles	-	18	1-1/2	15
	-	24	2	20
	-	30	3	24
	-	36	3	30
Diamonds	18	18	-	18
	24	24	-	24
	30	30	-	30
	36	36	-	36
	48	48	-	48
Octagons	18	18	1-1/2	15
	24	24	3	18
	30	30	3	24
	36	36	3	30
Rectangles (Horizontal)	24	6	1	4
	21	9	1	7
	18	12	1-1/2	9
	24	12	1-1/2	9
	30	12	1-1/2	9
	36	12	1-1/2	9
	21	15	1-1/2	12
	30	15	1-1/2	12
	24	18	1-1/2	15
	30	18	1-1/2	15
	36	18	1-1/2	15
	30	24	2	20
	36	24	2	20
	42	24	2	20
	48	24	2	20
	36	30	2	26
	40	30	2	26
	42	30	2	26
	48	30	2	26
	60	48	3	42
Rectangles (Vertical)	12	18	1-1/2	15
	18	24	2	20
	18	30	2	26
	18	36	2	32
	24	30	2	26
	24	36	2	32
	24	48	2-1/2	43
	30	40	2	36
	30	48	3	42
	36	48	3	42
	36	72	2-1/2	67
	48	60	3-1/2	53
Squares	13	13	1-1/4	10-1/2
	18	18	1-1/2	15
	24	24	2	20
	30	30	2-1/2	25
	36	36	2-1/2	31
	48	48	3	42

NOTE:
ALL DIMENSIONS ARE IN
INCHES
ALL HOLES ARE 7/8 DIA.

OREGON STATE HIGHWAY DIVISION
EQUIPMENT UNIT
J.S.J. OCT 21-1975
SUPERSEDES DWG SD21
DWG NO. ED-122

UNIVERSITY OF OREGON

Museum of
Natural History

EUGENE, OREGON 974[illegible]3
telephone (code 503) 686 [illegible]

SEP 10 '76
REFER TO
FOR
DAR SEC

noted

August 30, 1976

Pieter Dykman
Oregon Department of Transportation
Highway Division
Salem, Oregon 97310

Dear Mr. Dkyman:

The excavation of archaeological site number 35 MA 7, the second of the two sites recommended for excavation in connection with the 25th to Lancaster Dirve Section of the North Santiam Highway project, has been completed. The excavation was conducted under the direction of Richard M. Pettigrew, Survey Archaeologist for Highways, Museum of Natural History, during the period of August 16 - 20, 1976. A total area of 36 square meters was excavated through the cultural deposit, which was, at its deepest, 80 cm. from the surface of the ground. The kinds of projectile points found suggest that the site was probably occupied during the period 3000 - 1000 years ago. A small sample of artifacts from the deepest part of the sites also suggests the possibility of a somewhat earlier occupation, but the date of this is unknown, though it is probably in excess of 3000 years old.

We believe that the amount of data collected during the excavation will be adequate for an analysis of the site. Therefore, we plan no further archaeological work there, and have no objections to the planned highway construction on the site. We do, however, recommend that either heavy machinery be kept off the site during construction or that an overburden of soil about 2 feet thick be placed upon it to protect it from disturbance. ← Done

We will classify and analyze the materials collected during the 1976-77 academic year, and anticipate a final report for the entire 25th to Lancaster Drive project by July 1, 1977.

Sincerely,

DL Cole

David L. Cole
Curator of Anthropology

DLC:rb

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
PARKS AND RECREATION BRANCH
525 TRADE STREET S.E., SALEM, OREGON 97310

~~DHP~~ 13

- Maxine - thanks for a good job Pete

- file

send copy to Hunter

August 25, 1976

Pieter Dykman, Research Coordinator
Environmental Section
Oregon State Highway Division
418 State Highway Building
Salem, OR 97310

Dear Pieter:

This letter is in response to your request for official comment on the 25th Street-Lancaster Drive project and the mitigation measures that were taken on the archeological sites to be impacted by this project.

Our staff archeologist, Edward Long, has assured me of his satisfaction of the ways in which survey and salvage operations were carried out. These sites might never have been discovered or excavated without the federal requirements to survey and salvage. We feel that an excellent job of cooperation between the State Historic Preservation Office, the Highway Environmental Section, the Museum of Natural History and the Federal Highway Administration salvaged important information and protected the remainder of 35MA9 for future excavation.

NOTED
E. S. HUNTER

This project aptly demonstrated that Public Law 89-665 and Executive Order 11593 do work in helping to preserve the cultural heritage of all Oregonians.

Sincerely,

David G Talbot

David G. Talbot
State Historic Preservation Officer

gp
cc: William Kappus
Federal Highway Administration
477 Cottage Street N.E.
Salem, OR 97301

RECEIVED
STATE HWY ENGR
AUG 31 '76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

8358

August 10, 1976

Mr. David St. Louis
Assistant Manager
Department of Environmental Quality
1234 S. W. Morrison Street
Portland, OR 97205

Dear Mr. St. Louis:

This is in response to your July 30 letter regarding the violation of your department's visible emission limitation by a diesel-powered pile driver being operated on one of our contracts at the North Santiam Interc change on Interstate 5.

I have discussed this with my staff and have determined that we can include a specification on future contracts which will call this problem to the attention of bidders, along with the possible correction through the use of fuel additives in any diesel units they may propose to use.

Thank you for calling this to our attention.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc H. S. Coulter
C. T. Keasey
J. H. Versteeg (enc.)
C. O. Fredrickson "

CTK:fr ja

DEPARTMENT OF ENVIRONMENTAL QUALITY

Russell H. Fetrow, Jr., P.E.
Manager
Salem-North Coast Region
796 Winter Street N.E.
Salem, Oregon 97310

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5696
Salem 378-8240

ROBERT W. STRAUB
GOVERNOR

July 30, 1976

Mr. Fred Klaboe
Assistant Director, Operations
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

RE: Oregon State of,
Highway Department
Marion County
Salem-North Coast Region

Dear Mr. Klaboe:

Recently a diesel-fired pile driver was operated by Foundation Constructors, Inc., Portland, under a Highway Department contract on a job site at the intersection of Interstate Highway 5 and State Highway 22, near Salem.

The smoke emissions discharged from the pile driver were found to be in violation of the Department's visible emission limitation of No. 1 Ringelmann. The attached notice of violation was directed to the company.

Experience with diesel-fired pile drivers indicates that the emissions are generally in violation of the No. 1 Ringelmann limitation. If violations of the limitation are documented, the Department has no alternative but to take enforcement action. For this reason, the Department encourages the use of compressed air or steam powered drivers or the use of fuel additives in diesel units to minimize smoke emissions, and requests that the Highway Department consider a similar requirement when preparing contract documents.

If you have any questions concerning this matter, or

RECEIVED
STATE HWY ENGR
AUG 5 '76
REFER TO
Keasey
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓			

RECEIVED
DOT OPERATIONS
AUG 4 '76
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓		✓	

Routing
Keasey
Bond
Jackmond
Harwood
Johnsen
Walker
RECEIVED
AUG 6 1976
CONSTRUCTION
SECTION
Richards
Glenn
Berg

DEQ-1

if the Department can be of any service, please do not hesitate to contact me at 378-8240, Salem.

Sincerely,

LOREN KRAMER
Director

David St Louis

David St. Louis
Assistant Manager

DSL/taa

Attachment (1)

1. Notice of Violation

cc: Air Quality Division through Regional Operations

RECEIVED
STATE HWY ENGR
AUG 5 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

DEPARTMENT OF ENVIRONMENTAL QUALITY

Russell H. Fetrow, Jr., P.E.
Manager
Salem-North Coast Region
796 Winter Street N.E.
Salem, Oregon 97310

1234 S.W. MORRISON STREET • PORTLAND, ORE. 97205 • Telephone (503) 229-5696
Salem 378-8240

ROBERT W. STRAUB
GOVERNOR

July 30, 1976
CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Wayne DeWitt
Foundation Constructors, Inc.
P.O. Box 20541
Portland, Oregon 97220

RE: Foundation Constructors
File F-Misc., Marion County
Salem-North Coast Region
ENF-AQ-S[illegible]CR-76-70

Dear Mr. DeWitt:

The Department of Environmental Quality has determined through field inspection that on July 20, 1976, facilities owned, operated or controlled by you were found to be in violation of Section 32-010 of the air quality emission standards enforced in the Salem Region. The violation is more specifically described as:

> allowing visible emissions in excess of the Department's visible emission limitation of No. 1 Ringelmann to be discharged from a diesel-fired pile driver for an aggregate period longer than 3 minutes in any one hour. The pile driver was operated at the intersection of Interstate Highway 5 and State Highway 22 at approximately 1:20 p.m. on July 20, 1976.

Section 32-010 of the Department's Rules limits the density of visible emissions to No. 1 Ringelmann for all periods except a 3 minutes aggregate period in any one hour. The emissions discharged from the pile driver were observed at No. 4 Ringelmann.

Future operation of the pile driver, or similar equipment, in violation of the Department's visible emission limitation will result in enforcement action to insure that corrective action is taken to eliminate the violations. In this case, the fuel additive discussed during our phone conversation on July 29 may correct the smoke problem.

If you have any questions concerning this matter, or if the Department can be of any service, please do not hesitate to contact me at 378-8240, Salem.

Sincerely,

LOREN KRAMER
Director

David St Louis

David St. Louis
Assistant Manager

DSL/taa

cc: Air Quality Division through Regional Operations

this to
Ed Hunter

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
AUG 12 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

August 10, 1976

Pieter Dykman
Oregon Department of Transportation
Highway Division
Salem, Oregon 97310

Dear Mr. Dykman:

The excavation of archaeological site number 35 MA 9, one of the two sites recommended for excavation in connection with the 25th to Lancaster Drive Secion of the North Santiam Highway project, has been completed. The excavation was conducted under the direction of Richard M. Pettigrew, Survey Archaeologist for Highways, Museum of Natural History, during the period of July 27 - August 4, 1976. A total area of 72 square meters was excavated through the cultural deposit. The deposits were, at the deepest, 40 cm. from the surface of the ground. The kinds of projectile points found suggest that the site probably was occupied as recently as 1000 years ago and as early as 5000-8000 years ago.

We believe that the amount of data collected during the excavation will be adequate for an analysis of the site. Therefore, we plan no further archaeological work there, and have no objections to the planned highway construction on the site.

We will classify and analyze the materials collected during the 1976-77 academic year, and anticipate a final report for the entire 25th to Lancaster Drive project by July 1, 1977.

We plan to begin excavations on Site 35 MA 7, the second site on this project, on August 16, 1976.

Sincerely,

David L. Cole
Curator of Anthropology

DLC:rb

cc: R.M. Pettigrew

files

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon 97310
August 9, 1976

FROM: L. E. George
Traffic Engineer

SUBJECT: Construction Speed Zoning
Mission Street
25th-Lancaster Section

TO: R. L. Schroeder
Assistant State Highway Engineer

A construction project has been let for work on the North Santiam Highway from 25th Street to Lancaster Avenue.

The City of Salem has issued a traffic regulation, Order No. 525, establishing a 30 MPH speed from 25th Street S.E. to Airport Road on Mission Street during construction.

In order to provide for the safety of motorists and construction workers, it is necessary that a lower speed be adopted for the State Highway portion of the project. Therefore, it is recommended that the following speed zoning be adopted:

North Santiam Highway No. 162

40 MPH from Airport Road (M.P. 0.61)
to Lancaster Drive (M.P. 1.91)

This speed zoning is to be in effect only on those sections where signs are in place and only for the duration of the construction project.

If you concur with the proposed speed zoning, please ask Mr. H. S. Coulter to approve the above construction speed. After approval the construction speed zoning should be transmitted to Mr. Cecil W. Head for his records.

Approval 8/12/76
Asst. State Hwy. Engr.

L. E. George
Traffic Engineer

added in
EXHIBITS of
MINUTES OF 8-24-76

WB:rj

cc: C. W. Head

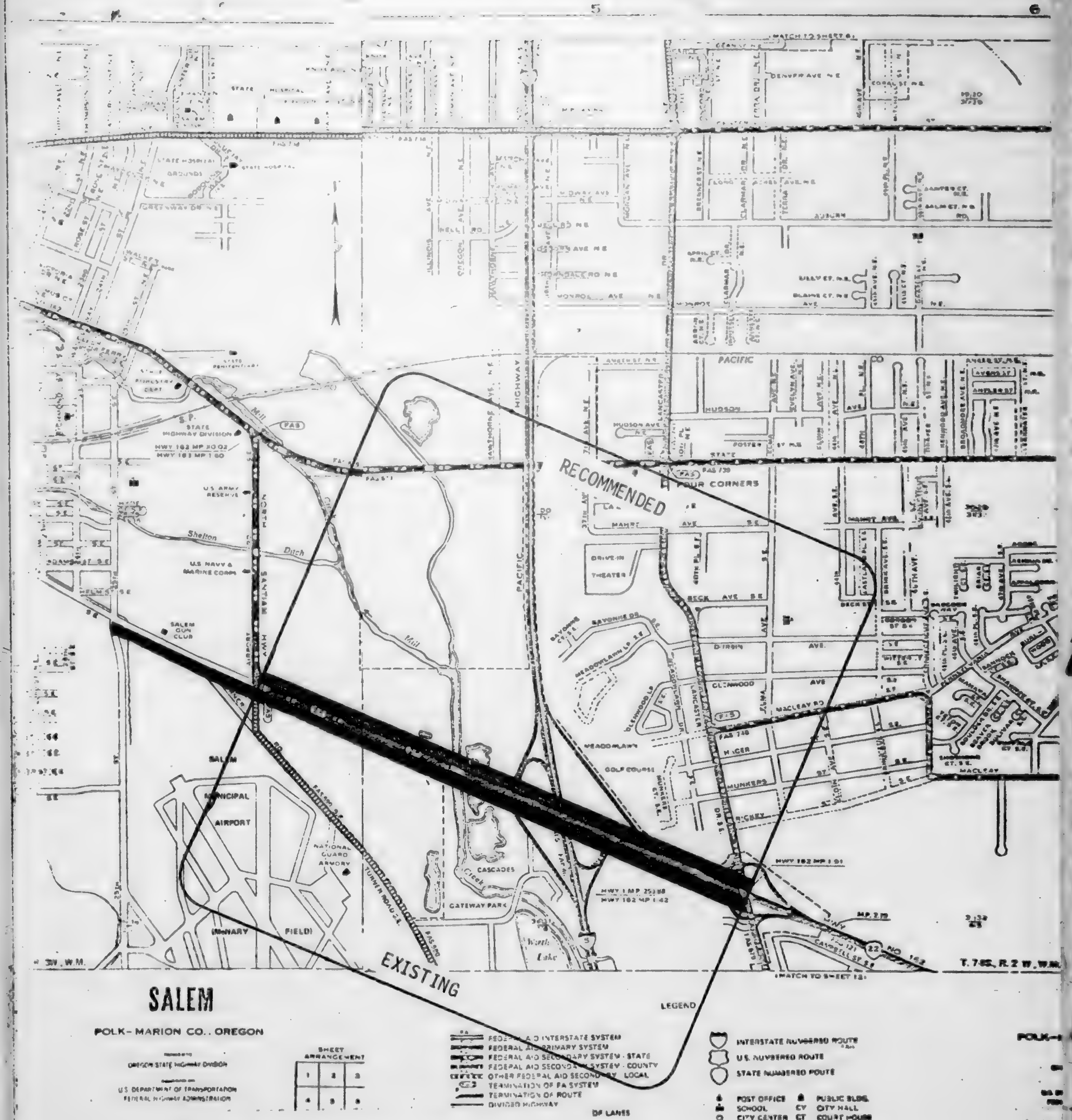
RECEIVED
STATE HWY ENGR
AUG 12 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

RECEIVED
AUG 11 1976
Office of
Assistant State Highway Engineer

no speed zone order prepared

8/13/76
copy to traffic

APPROVED
STATE HIGHWAY ENGINEER
DATE: 8-12-76


RECOMMENDED
EXISTING
SALEM
POLK-MARION CO., OREGON
OREGON STATE HIGHWAY DIVISION
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
SHEET ARRANGEMENT
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM - STATE
FEDERAL AID SECONDARY SYSTEM - COUNTY
OTHER FEDERAL AID SECONDARY - LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
INTERSTATE NUMBERED ROUTE
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
PUBLIC BLDG.
SCHOOL
CITY HALL
CITY CENTER
COURT HOUSE
R.R. DEPOT
ARMORY
CITY LIMITS
LIBRARY
STATE HOSPITAL
STATE PENITENTIARY
U.S. ARMY RESERVE
U.S. NAVY & MARINE CORPS
SALEM GUN CLUB
MUNICIPAL AIRPORT
McNARY FIELD
NATIONAL GUARD ARMORY
CASCADES
GATEWAY PARK
FOUR CORNERS
PACIFIC HIGHWAY
NORTH SANTIAM HWY
DRIVE-IN THEATER
GOLF COURSE
Shelton Ditch
Mill Creek
MATCH TO SHEET 12
5
6

LEGEND

▬ 30 MPH (During Construction)

▬ 40 MPH (During Construction)

▬ 45 MPH

LETTER OF APPROVAL AND/OR AUTHORIZATION

M-1560(3) & US-265(14)
STATE PROJECT NO.

25th St. S.E.-Lancaster Dr

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO.

COUNTY NAME
Marion

PROGRAM STAGE *(Check)*
☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
AUG 6 '76
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

DATE PS&E APPROVED
6-3-76

DATE AUTHORIZATION EFFECTIVE
7-22-76

FEDERAL ROUTE NUMBER
FAU 1560 and Secondary 121

STATE ROUTE NUMBER
City Street & Secondary 162

GENERAL LOCATION:
City St. Jct. SR 22 West 0.23 miles and SR 22 airport Road East 1.37 miles (City of Salem).

GENERAL DESCRIPTION OF WORK:
Temporary concrete barriers throughout project.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER *(Specify)* Furnish concrete barriers total estimated cost $9,101.25 - Federal Funds $7,116.00.
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Keasey's 7-22-76 letter you are authorized to furnish concrete median barriers to the subject project under State Force Order No. 1. Salvage Value will be determined at the conclusion of the project. work.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-2-76	Valach	Division Administrator

FORM PR-1240 (REV. 6-70)   EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

8318 13

1 1014

OREGON STATE HIGHWAY DIVISION

Salem, Oregon

July 19, 1976

REGION 2 ENGINEER
RECEIVED
JUL 1 9 1976
FCO G
RTE ROE
UTE GEO RSO ROC RFE

RECEIVED
STATE HWY ENGR
JUL 21 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

J. C. Compton Comapny
P.O. Box 80
McMinnville, Ore 97128

Re: 25th St. -Lancaster Drive

Attn: Bob Hatch
Project Superintendant

NOTED
E. S. HUNTER

Dear Mr. Hatch:

This is to advise you that the Oregon State University Museum has just lately discovered three archeological sites on the refered to project. The Museum is making arrangements to salvage all objects of antiquity in these sites.

You are hereby instructed to refrain from any work or any movement of equipment on these areas until further notice.

Area #1 is located Westerly of the Southbound off ramp and will probably be out of any construction work. Area #2 is also located Westerly of the Southbound off ramp but is within the ramp widening, approximately at Sta. B^3 157 to B^3 158. Area #3, the largest, is located Northerly of Station 157 to 160 Santiam Highway.

The restricted areas have been staked and marked off with red flagging material.

Your cooperation in this matter will be appreciated.

Very truly yours,

E. J. Hall
Resident Engineer

cc: C. O. Fredrickson

cc; ~~Ed Hunter~~
Gary Potter

FAU

CITY OF SALEM OREGON

July 14, 1976

REGION 2 ENGINEER
RECEIVED
JUL 14 1976
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Oregon State Highway Division, Region 2
2960 E. State Street
Salem, Oregon 97310

Attention: Mr. Phil Stearns
Region Federal Aid Engineer

Gentlemen:

Subject: Mission Street Improvement F.A.U. 1560
25th Street to Airport Road
Advance Construction Deposit

On July 12, 1976, the Salem City Council, by Resolution 76-187 (copy attached), approved award of the subject contract to J.C. Compton Company.

Also enclosed is a check for $34,400.00, which represents the City's 11% share of the anticipated project costs.

Very truly yours,

Department of Utilities/Public Works

Ed Sigurd

Edward A. Sigurdson, P.E.
City Engineer

RWL/EAS/rd

Enclosure: Check #13340

cc: B. T. Van Wormer, Director of Utilities/Public Works
Doug Van Dyke, Traffic Engineer
Ralph Lambert, Project Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 16 1976
☐ ENGR. ☐ COOR. ☑ OE ☐ AE ■ UE
☒ OPE ☒ CE ☐ RE ☐ RPE ☐

PROJECT MANAGEMENT
JUL 15 '76
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RESOLUTION NO. 76 147

WHEREAS, by Resolution No. 76-145 adopted by the Common Council May 24, 1976, the City Recorder, by notice published in a daily newspaper in the City of Salem, Oregon invited bids for the making of a public improvement, namely, the improvement of Mission Street from 650 feet east of 25th Street to 400 feet west of Airport Road, City of Salem, Oregon; and

WHEREAS, as a result thereof bids have been received and the lowest responsible bidder determined; NOW, THERLFORE

BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF SALEM, OREGON:

THAT the bid of J. C. Compton Company in the amount of $312,724.86 for the improvement of Mission Street from 650 feet east of 25th Street to 400 feet west of Airport Road is the lowest responsible bid received by the City of Salem and the State of Oregon, and the Mayor and Recorder be, and they hereby are authorized and directed on behalf of the said City of Salem jointly with the State of Oregon to enter into the appropriate contract with said company for the aforesaid named public improvement all in accordance with the plans and specifications therefor which were approved and adopted by the Common Council by Resolution No. 76-107; and

BE IT FURTHER RESOLVED that the awarding of the aforesaid contract shall be conditioned upon the State of Oregon by and through the State Highway Commission concurring in this award.

ADOPTED by the Common Council this 12th day of July, 1976.

ATTEST:

CITY RECORDER

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: 8367 Heather Sta. The Dalles-Calif 1976 Hwy Junction Sec of Willamette Hwy (Guardrail & truck escape ramps) 8388 25th st SE-Lancaster Dr 1976 Intchge Sec in S.E. Salem (Grade, pavement, struct., sign & etc. H3

Index:

INDEXING: Begins with 8367 Ends with: 8388

FLASH CARDS:

Remarks:

Reel No. 186 Reduction Ration X21 Project No.

Camera: Name Bell & Howell Model File Master Film 16mm

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 27th day of February 1987 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Donna D Terrell